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TIME-TABLE

WEEK DAYS	
7.00 a.m.	7.10 a.m.
7.30 " to 8.00 "	every 15 minutes
8.00 " to 8.30 "	" 10 "
8.30 "	Non Stop
8.37 "	Stopping
8.47 "	Non Stop
8.54 "	Stopping
9.04 "	Non Stop
9.11 "	Stopping
9.20 "	Non Stop
9.30 "	Stopping
9.40 a.m. to 11.00 "	every 10 minutes
11.30 " to 12.30 p.m.	" 15 "
12.40 "	Non Stop
12.47 "	Stopping
12.57 "	Non Stop
1.04 "	Stopping
1.13 "	Non Stop
1.20 "	Stopping
1.30 p.m. to 4.00 "	every 10 minutes
4.00 " to 4.30 "	" 15 "
4.30 " to 5.00 "	" 10 "
5.07 "	Non Stop
5.17 "	Stopping
5.27 "	Non Stop
5.34 "	Stopping
5.44 "	Non Stop
5.51 "	Stopping
6.01 "	Non Stop
6.08 "	Stopping
6.18 "	Non Stop
6.25 "	Stopping
6.35 "	Non Stop
6.42 "	Stopping
6.52 "	Non Stop
7.00 "	Stopping

SUNDAYS

7.00 a.m.	7.10 a.m.
7.30 a.m. to 8.30 "	every 15 minutes
8.30 " to 11.00 noon "	" 10 "
11.00 noon to 1.00 p.m.	" 15 "
1.00 p.m. to 1.30 "	" 10 "
1.30 " to 4.30 "	" 15 "
4.30 " to 5.00 "	" 10 "
5.07 "	Non Stop
5.17 "	Stopping
5.27 "	Non Stop
5.34 "	Stopping
5.44 "	Non Stop
5.51 "	Stopping
6.01 "	Non Stop
6.08 "	Stopping
6.18 "	Non Stop
6.25 "	Stopping
6.35 "	Non Stop
6.42 "	Stopping
6.52 "	Non Stop
7.00 "	Stopping

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TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon dep.	6.41	8.33	9.13	10.23	12.00	1.18	4.24	5.27
Yau Ma Tei dep.	6.51	8.43	9.23	10.33	12.09	1.27	4.34	5.37
Shatin dep.	7.03	8.55	9.35	10.45	12.21	1.39	4.45	5.50
Tai Po dep.	7.17	9.09	9.52	11.03	12.34	1.52	5.08	6.03
Tai Po Market dep.	7.22	9.14	9.57	11.08	12.38	1.56	5.12	6.07
Fanling dep.	7.33	9.25	10.08	11.19	12.48	2.06	5.23	6.17
Sheung Shui dep.	7.38	9.30	10.13	11.23	12.53	2.10	5.27	6.21
Shum Chun arr.	7.44	9.36	10.19	11.29	12.58	2.16	5.33	6.27

	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.
Shum Chun dep.	7.22	8.06	9.23	10.37	11.40	2.58	4.36	5.19
Sheung Shui dep.	7.29	8.13	9.34	10.48	11.47	3.05	4.44	5.19
Fanling dep.	7.33	8.18	9.38	10.48	11.51	3.10	4.49	5.23
Tai Po Market dep.	7.43	8.28	9.48	10.58	12.02	3.21	5.01	5.37
Tai Po dep.	7.47	8.34	10.12	11.03	12.07	3.27	5.08	5.37
Shatin dep.	8.00	8.47	10.25	11.16	12.21	3.40	5.23	5.50
Yau Ma Tei dep.	8.14	8.59	10.38	11.28	12.34	3.53	5.37	6.03
Kowloon arr.	8.23	9.09	10.46	11.36	12.42	4.01	5.45	6.10

SHA TAU KOK BRANCH.

	A.M.	A.M.	P.M.	P.M.
Fanling dep.	7.45	11.30	2.30	6.30
Shatin arr.	8.40	12.25	3.15	7.15
Shatin dep.	6.30	10.15	1.55	5.00
Fanling arr.	7.35	11.10	2.00	5.55

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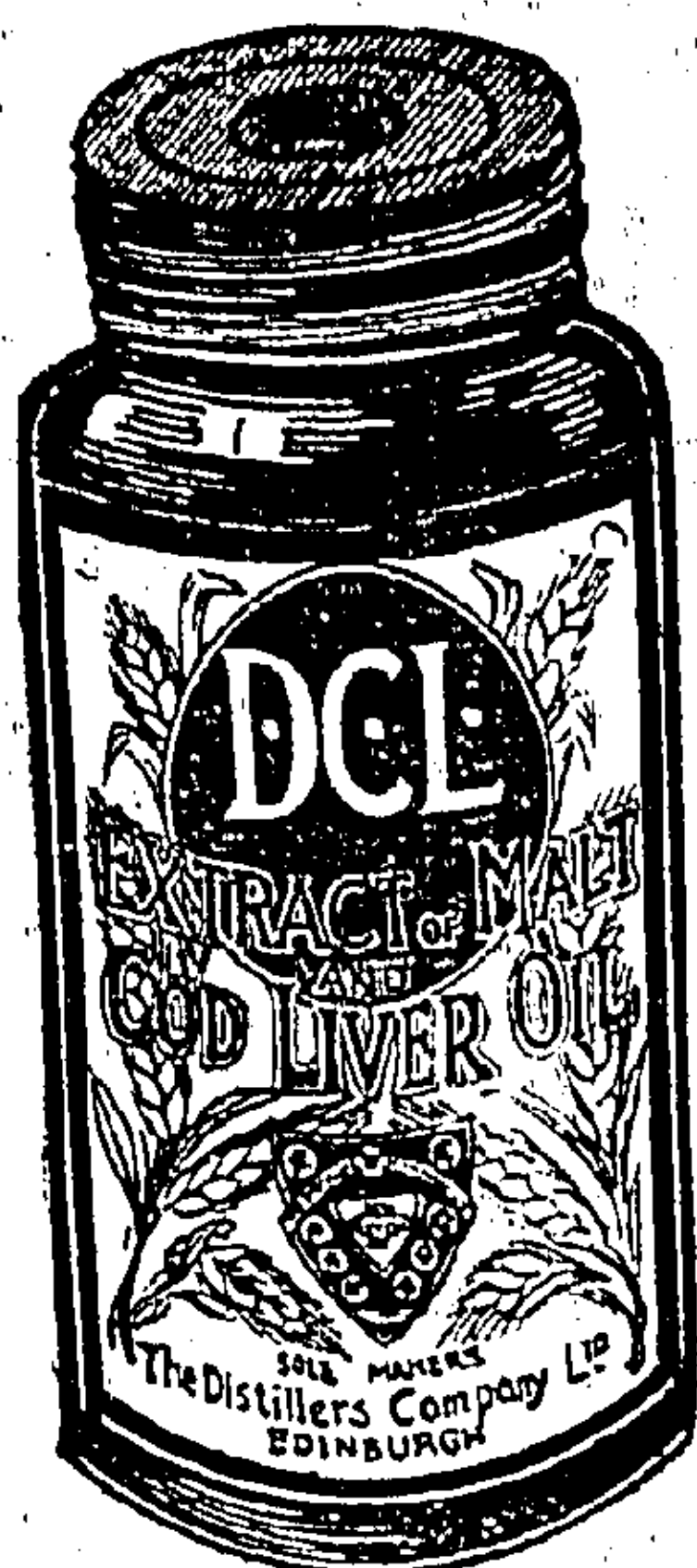
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THE TWENTIETH CENTURY CRUSADERS.

THEIR OBJECTS.

STATEMENT BY GENERAL BETHUNE.

Considerable interest has been aroused in the activities of the Most Noble Order of the Crusaders, who, recently held a commemorative service in Westminster Abbey.

The Order, secret in character, with the Unknown Warrior as Principal Knight and Supreme Head, was founded two years ago by Col. Walter Faber with five members. Among its membership of over 5,000 are many ex-Servicemen. The avowed aims of the Order are Service, Self-Sacrifice, Loyalty, and Brotherhood. Every member must be of British parentage.

The Pro-Grand Master is Col. Faber, and the principal members have been installed with titles borne by the Crusaders of old. There is a Grand Seneschal, a Grand Keeper of the Records, a Grand Custodian, and a Grand Abbot. The robes of the Order resemble those of the Hospitallers. Medieval robes with hoods denote the degrees of the office-bearers, and over the gowns are worn aprons of white linen with the crimson Crusader's cross. Foremen of the Order wear hoods of russet brown; women hoods of green, and acquire steel grey. Members of the Brotherhood are required to take the following oath:

Our sword shall ever be used to the glory of God, the defence of Right, and the maintenance of Equity and Justice. Many symbols are used in the Crusaders' ceremonies, which are kept strictly secret, as is the form of initiation.

NOT FASCIST.

Asked to explain exactly what the Order stands for, Lieut.-General Sir Edward Bethune, who holds the office of Grand Keeper of the Records, said to a reporter: "In the first place, the Order is not a body of Fascists, nor has it anything in common with the Ku-Klux-Klan. It was formed with the idea of bringing a little sentiment and feeling into everyday life, and also for the purpose of getting people to live in greater harmony together. The basis of it is Chivalry. We do not mean by this term mere courteousness and gentleness towards women, but the desire to do good generally and to fight what is evil. A Crusader learns to have a greater respect for himself and for his neighbour. It follows that if a man learns to be chivalrous towards his brother he will be chivalrous towards his sister—perhaps even more chivalrous. Furthermore, Crusaders swear to serve God, King, and country."

Mentioning that persons of all Christian sects could become Crusaders, Sir Edward said: "We do not however, take Jews. It must not be thought, though, that the Crusaders are opposed to Jews—that is not so in any way."

MYSTERY.

In answer to the question: Why is the Order of Crusaders a secret body? Sir Edward said: "Everybody likes a little bit of mystery and ceremony and dressing-up—but there is no secrecy about our intention to support the King and our country, and everything right and good. We are against all forms of disorder and ruffianism; against such things as have just occurred at the election meetings in Glasgow, for instance."

"Does that mean," General Bethune was asked, "that in the event of a national emergency, the Crusaders would use force on behalf of King and country?"

Sir Edward replied: "It is not our intention to become an armed force, but we have taken an oath to serve the King. I think that is enough."

General Bethune added that the Crusaders were a democratic body, although they had "an autocratic head—the Grand Conclave," which controlled the whole movement.

WOMEN.

Members were elected on their personal merits of character, and they were required to do all good they could in their own circle.

"At present there are no women in the movement," Sir Edward said, "but I hope that they will soon be permitted to take an active part in it."

THE EX-KAISER.

"EMPEROR AND KING."

A manifesto from the ex-Kaiser denying that he had any knowledge of the ex-Crown Prince's plans to return to Germany was recently received by Reuters' Doorn correspondent for publication.

Notwithstanding the fact that the ex-Kaiser abdicated in November, 1918, the manifesto is signed "William, Emperor and King." It says:

There is no wireless station here and no communication with Nauen and cipher telegrams have not been received.

The return of the Crown Prince was prepared and carried out without my knowledge. The Dutch Government, on being informed by the Crown Prince that the German Government had granted permission for him to return, raised no objection. I received a farewell letter from the Crown Prince, despatched after he had crossed the frontier.

No courier came here, as has been reported, with passports, etc. (The Permanent Secretary of the Dutch Home Office), who was following his monthly custom of lunching with me, gave me the first detailed information of the negotiations with regard to the return of the ex-Crown Prince that were proceeding between the latter and the Dutch and German Governments.

I knew absolutely nothing of the movement to return the monarchy on December 4th. Had I been consulted, I should have objected to the departure of the Crown Prince for Germany at this time, when the country is divided with internal disorders.

The situation at Doorn is unchanged in definitive peace and consequent hope. (Signed) WILLIAM.
Imperator et Rex.

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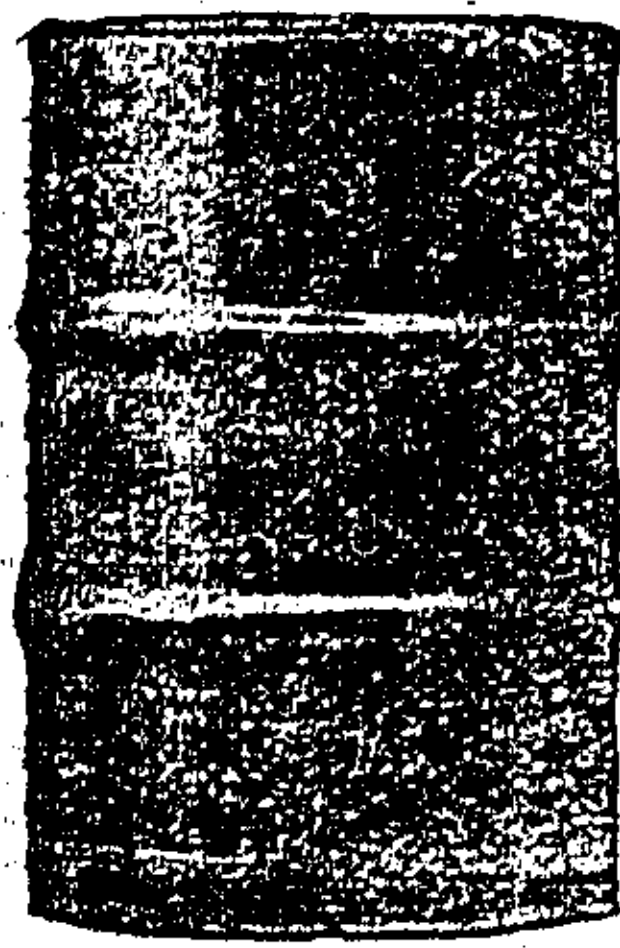
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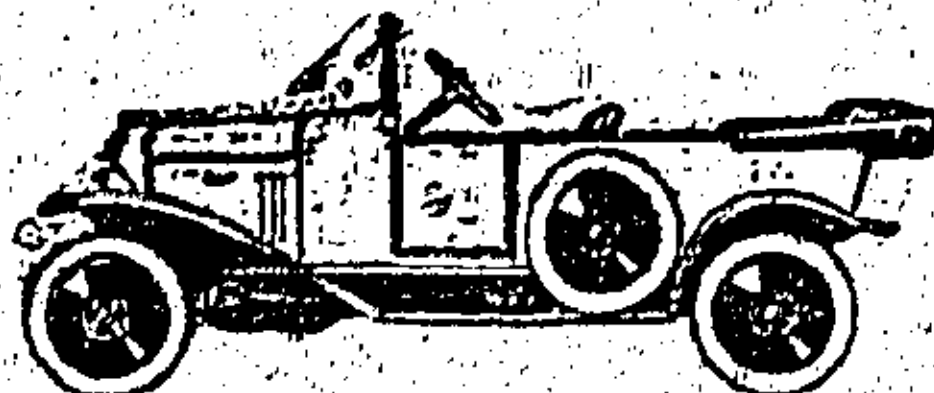
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MARINE ENGINEERS SERVICES IN THE WAR.

Viscount Curzon occupied the chair at the annual dinner of the Institute of Marine Engineers (of which he is president), at the Hotel Cecil on November 30th, and was supported by a large and distinguished company.

Sir Joseph Cook (High Commissioner for Australia), in proposing "The Naval, Military, and Air Forces of the Empire," said that Australia was keenly interested in the Singapore base, and every effort to increase the sum total of the effectiveness of the Empire Forces down in the Pacific would be welcomed by the people there. (Hear, hear.) They were glad to have with them that night so many great exponents of an art which was still necessary, even in these days, and was likely to be necessary for many years to come. It was better, of course, if they could submit to reason the difficulties which arose between nation and nation, but he was afraid the day was far distant when we could trust ourselves absolutely to any kind of tribunal other than that of our own right arm. (Hear, hear.) He was not one of those who believed that we should scrap all those efforts which were being made to bring about peaceful arbitration when difficulties arose, but between such efforts and peace-at-any-price there was a wide gap, and until human nature changed it would still be necessary for the strong man to arm himself in order to keep his house safe. (Hear, hear.)

Vice-Admiral Sir Hugh H. D. Tophill (Admiral Commanding Reserves), responding for the Navy, said that the Navy and the whole country recognised the vital importance of the part played by the Mercantile Marine during the late war. The Navy recognised the very special strain which was put upon marine engineers, who worked in the engine-room or the stockhold with an immense amount of responsibility on their shoulders, and never flinched though faced with sudden and terrible deaths. One result of the war had been that the Navy and the Mercantile Marine knew each other better and more closely than ever before, and it was to be hoped that in the future the two Services would get more intimate and work more and more closely together. He might mention that the Admiralty were very anxious to increase the number of commissioned engineer officers in the Royal Naval Reserve. The number at the present time was nineteen. Thirty-three more were badly wanted, and he trusted that those to whom this applied would consider whether they could not join.

Lieut.-General Sir Charles Harington, responding for the Army, said that possibly during the last few years the British word in the Near East was not so trusted as at one time, but he was glad to think that when the troops left that part of the world recently British prestige was never higher. (Hear, hear.)—and this was owing to the conduct of our forces. The most wonderful humanity was displayed by them to the thousands of starving refugees, so much so that the question was raised whether steps should not be taken to stop our men from giving up so much of their food to keep other people alive. (Hear, hear.)

Admiral Mark Kerr (Deputy Chief of the Air Staff) responded for the Royal Air Force, which he described as the "Cinderella" of the Services. He mentioned that in 1917 Great Britain was faced with a crisis with which neither the Navy nor the Army were able to deal. Information was received to the effect that the Germans were contemplating a gigantic bombing raid on London, but the attack was frustrated by our own Air Force, which attacked the factories where huge machines were being built and the squadrons which were assembling. (Hear, hear.)

"The Shipbuilding Industries and Mercantile Marine," submitted by the Chairman, was acknowledged by Mr. J. H. Scrutton (chairman of Lloyd's Register of Shipping) and Captain Sir H. Acton Blake (Deputy Master, Trinity House).

"NINE O'S"

GERMANY "CEASES" TO WRITE THE NOUGHTS.

The Berlin correspondent of the Observer writes:—From the economic point of view Germany has suffered her worst disappointment since the dollar rose to heights where noughts are no longer written but marked simply "nine o's" after the now palmy days of the "six o's." The permanent value currency in which the civil servants and the working man have been receiving part of their pay will buy them no more than a paper billion's worth for one paper gold-mark; which, for some ten days now has meant, for one billion, two loaves, or three eggs, or six daily newspapers in Berlin.

This is because the agrarians and wholesale dealers refuse to credit the mark at its fictitious inland value at the same time as they demand it in "payment" for their wares from the retailers, so that a paper gold mark, once handed over "the counter," never appears in "circulation" again. The erst-while owner feels cheated at receiving the older form of paper in exchange, but can do nothing against the practice.

Prices in "gold-marks" are from four to five times their pre-war level. This may be partly accounted for by the above attitude towards the fictitious exchange-rate, and partly by decreased consumption and the retailer's anxiety to make up for it. But as wages are being fixed at very much below pre-war level, owing to increased cost of living on the part of employers all round, Germans are waking up to the fact that as soon as inflation ceases altogether and the paper billion makes way entirely for the paper one-mark bill, their individual poverty might satisfy even the sternest of French creditors. Practically fifty per cent. of employees and shop-assistants are under the legal six weeks' term of notice for the first of January.

HONGKONG SHARE MARKET CLOSING QUOTATIONS

JANUARY 10TH, 1923.
Hongkong and Shanghai
Banks \$1,100 b.
Union Insurance \$223 b.
H.K. & M. Steamboats \$34 b. 55 sa.
China Sugars \$355 b.
Kowloon Wharves \$190 b.
Whampoa Docks \$171 b.
Hongkong Land \$364 b. 85 sa.
Hongkong Hotels \$27 b.
Humphreys Estates \$28 b.
Cementa \$40 b.
Hongkong Ropes \$70 sa.
China Providents \$29 b.
Dairy Farms \$244 b.
Hongkong Electric \$34 b. & sa.
China Lights \$184 b. 18 sa.
Hongkong Trams \$27 b.
b.—buyers; s.—sellers; sa.—sales.

HONGKONG JOCKEY CLUB.

DRAFT PROGRAMME OF 1924 RACE MEETING.

THE Attention of Owners is called to an alteration in the Conditions of the Eighth Race on the First Day, the CHATER CUP.

The Last Sentence should read as follows:—
"Fonies that have started and never BEEN PLACED in an Official Race allowed 10 lbs."
By Order,
C. B. BROWN,
Secretary.

HONGKONG JOCKEY CLUB ANNUAL RACE MEETING 1924.

ENTRIES for the FORTHCOMING RACES Close on SATURDAY, 15TH INSTANT, at 3 P.M., and must be sent to the Jockey Club Rooms, 3a, Chater Road, on This Date.
Entry Forms are now ready and can be had at the Jockey Club Stables, the Jockey Club Rooms (Hongkong Club Annex, Chater Road), or Messrs. LINTLAD & DAVIS, Alexandra Buildings.

HONGKONG BOXING ASSOCIATION.

THIRD TOURNAMENT OF THE SEASON.

SATURDAY, JANUARY 15TH, AT 8.15 P.M.
at the
THEATRE ROYAL.

MAIN EVENT:

10 Round Lightweight Contest
A. B. HARBLET, A. B. WHOLEY,
H.M.S. Ambrose v. H.M.S. Hawkins
Also
Four Welterweights, One Lightweight, One Flyweight and One Featherweight Contest, each of Six Rounds.

BOOKING AT MOUTRIE'S:

Members on the 10th January.
General Public from the 11th January.

USUAL PRICES.

A Band will be in attendance.

NEXT TOURNAMENT—February 8th at the Theatre Royal. [157]

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c/o DAVID SASSOON & Co., LTD. [180]

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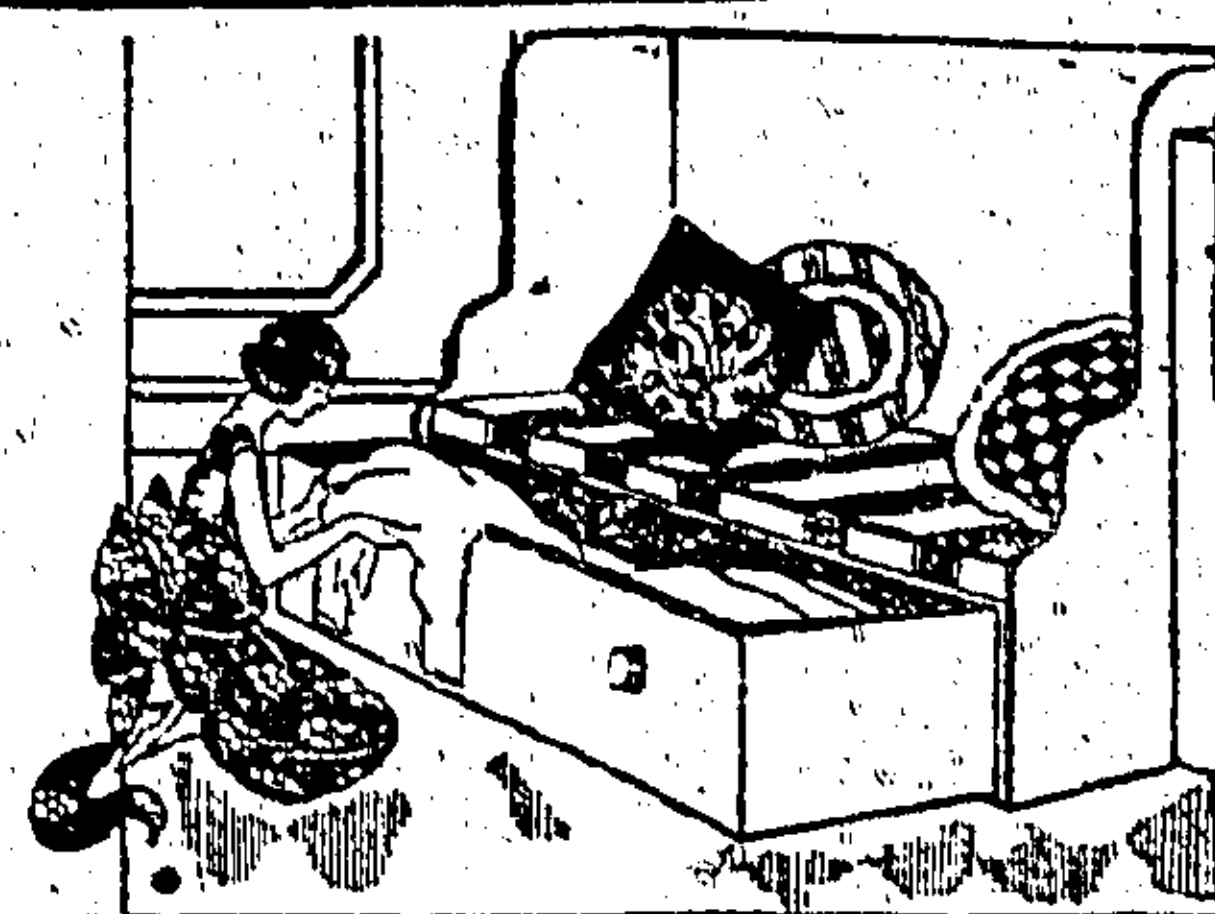
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62, Fraya East.

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KOWLOON HOTEL DEPOT.

CANTON: 18, Shark Central, East.

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Legrand's Secret Jelly & Rose Juvenile
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HONGKONG.

THE CHINESE CUSTOMS SIR ROBERT HART'S AUTOCRACY. A UNIQUE SERVICE.

[FROM A "TIMES" CORRESPONDENT.]

The Peking Correspondent of *The Times*, reported recently that, if not granted a share of the Customs surplus, the Canton authorities proposed to declare all ports in the Kwangtung Province free, a step which would mean their taking control of Customs administration on a wholesale scale. Sun Yat Sen now threatens to seize the Customs House at Canton and appropriate the revenue.

Both from financial and political points of view that is highly-unwelcome news, for the Customs revenue, as holders of Chinese bonds are aware, is the security for a number of gold loans, while the cessation through force majeure of its collection by foreigners would compel our Government to choose between defending and abandoning all our rights in China.

The Chinese Customs Service is in many ways one of the most interesting in the world. It is anomalous and in some respects unique. There is no other flag quite so bizarre as the one under which it operates. Both by origin and constitution the Service is the symbol of cosmopolitanism in China. Until China joined the Allies in 1917, when Germans and Austrians were turned out of the Service, its ranks represented most of the Powers, great and small, and its Shanghai office, which is its largest, could have produced fluent masters of most modern languages.

Officially bilingual, English and Chinese, the Service originated in the decision of two English-speaking officials and a Frenchman to do for China what she could not do for herself. That was in 1854, when the Taiping rebels held Shanghai and the 5 per cent. import duties agreed upon 12 years before could not be collected because there were no Chinese officials to do the work. So the British, American, and French Consuls arranged with the Chinese magistrate to appoint three foreigners to do it for them.

Today the Service numbers over 1,000 foreigners recruited from Europe, America, and Japan, distributed between 50 Treaty ports, and all appointed and controlled by a Briton, Sir Francis Aglen.

He rules the Service from Peking, his seat in a large, walled garden in the middle of the Legation Quarter, which ever since the Boxer rising has resembled an old-fashioned fort, for it is all grey walls and guarded gateways. The servant of a Republican Government, the Inspector-General, as he is called, is one of the most powerful autocrats in the East.

THE PERSONNEL

And he is served by a body of men of the most heterogeneous kind, a body that includes all sorts and conditions, varying from the public school and university type to the hard-bitten campaigner of many lands. They are divided into two classes, indoor and outdoor, the former recruited in London, the latter mostly locally in China. The former do the clerical work; the latter deal direct with ships and cargo, supervise the harbour, and look after all her coast-lights. They have Chinese employees to help them, some 5,000 or more.

Accident put the Service under British control—the fact that of the three men who began it in 1854 only the Englishman could speak Chinese, and when in the following year he was called to Peking it was natural that his successors should be British. Thus the post came to the late Sir Robert Hart, who gave the Service its present form, dividing its ranks into Commissioners, Deputy Commissioners, and Assistants; ruling them all with a rod of iron; inspiring them with a common purpose and point of view; and welding them into a body whose *esprit de corps* transcends all the dissimilarities of national origin, temperament, and outlook.

He did this through the medium of circular letters, which now run into lengthy series and form a body of Customs practice and law. Some of Sir Robert's letters are worth quoting. Here is an example of one of the disciplinary ones, written just before one of his few absences on furlough. It runs:—

"During my absence from China no Commissioner is to leave his post, neither is leave of absence to be granted to any clerk, linguist, or tide-surveyor, no matter for how short a time, save under circumstances of extreme necessity. . . . You will have the goodness to inform the clerks in your office that, on my return from Europe, I shall by personal examination inform myself of the acquaintance possessed by each of them with Customs business generally."

Here is another example of this class:— "Some employees who have barely earned their pay and who have not been advanced so rapidly as others have displayed a tendency to take things easily, supposing that length of service will be accepted as an excuse for increasing shortcomings, and that their position as 'old hands' is too secure to be unsettled. I think it is well that those referred to should wake up a little. It must not be thought that because the Customs is a Government Department once in it is to be always in it."

Other circulars defined the position of the Service in the Chinese administrative system. In one Sir Robert wrote:— "It is not the aim of the Inspector-General to oust the officials the Chinese Government appoints, and it is its duty to work with them amicably and locally. . . . Do not slight or ignore the native authority. Remember that, although colleagues, and meeting on a footing of equality, the foreigner is, after all, only the temporary guest, while the native is the standing and locally responsible official."

(Continued at foot of next column.)

SPORTS

CRICKET.

K.C.C. v. UNIVERSITY.

In this League match at Kowloon to-morrow at 2.15 p.m., the Kowloon team will consist of J. B. Robinson (capt.), R. E. Lindwell, A. W. Ramsay, S. Jex, R. Pedonji, F. W. Howell, L. E. Lammer, R. Earnshaw, J. M. Jack, A. W. E. Davidson and C. J. Tacchi.

The following will represent the University 1st XI:—A. A. Rumjahn (capt.), H. N. Bulchett, E. K. Quick, M. H. Rofsey, R. A. Penobly Fane, A. S. Hatt, W. M. Gittins, T. O. Yeow, D. Laing, S. Hachima and B. P. Ng.

H.K.C.C. 1st XI. v. C.S.C.C. (F).

The following will represent the H.K.C.C. 1st XI on the Club ground at 2.15 p.m. to-morrow:—T. E. Pearce (capt.), R. E. A. Webster, H. Owen Hughes, E. J. R. Mitchell, C. Blaker, G. R. More, E. G. Lammer, D. H. F. McMaster, A. V. T. Dean, E. G. England and W. Galloway.

H.K.C.C. 2nd XI. v. C.N.C. (L).

In this match on the former's ground to-morrow at 2.15, the following have been selected for the Home team:—H. E. Hollands (capt.), A. B. Raworth, E. C. Hagen, H. Griffin, W. W. Mackenzie, M. M. Mans, G. H. Percy, C. E. Baron, C. V. Mark, P. Jacks and E. D. Black.

H.K.C.C. 2nd XI. v. CRAIGENGOWER 2nd XI. (F).

The following will represent the H.K.C.C. 2nd XI in this match to-morrow at 2.15 p.m. on the Craigenower ground:—R. M. Macalpine (capt.), Capt. R. F. T. Haigh, H. E. Taylor, Capt. R. F. Walker, A. Stevens, J. N. Owen, J. P. Bridger, C. T. Fowle, G. M. Dorkins, H. H. Day and N. L. H. Ralston.

K.C.C. 2nd XI. v. UNIVERSITY 2nd XI.

In this League match on the University ground, to-morrow at 2.15 p.m., the Kowloon team will be composed of H. Overy (capt.), A. R. F. Raven, W. L. Wesser, A. O. Brown, B. Petheram, E. J. Edwards, A. J. Kew, E. Savage, J. C. Long, D. S. Green and A. W. Summers.

FOOTBALL.

H.K.F.C. 1st XI. v. H.M.S. "TITANIA."

The following will represent the Club 1st XI in the first round of the Challenge Shield against H.M.S. "Titania" on the Club ground to-morrow (kick-off, 4 p.m.):—R. Hutchison, W. Gerrard and C. E. Bishop; A. Blair, J. Stewart and J. W. R. McPhail; G. Watson, A. S. Forsyth (capt.), H. G. Howard, S. D. Regg and G. Angus.

LOCAL TRADE REVIEW OF 1923.

COTTON, PIECE-GOODS AND FANCY COTTON GOODS.

The past year has been a fairly prosperous one for Importers and Dealers. Great changes have taken place in regard to the Fancy Trade. The old figured and Plain Poplin business appears to be a dead letter, against which a very considerable turnover has been done in all kinds of Fancy Woollens. A review of this trade will appear in a separate issue.

The turnover in Staples (i.e., Grey and White Shirtings) shows a substantial improvement on 1922, and the same applies to sales of Fancy Goods, the designs and shades of which are constantly changing. It is highly dangerous in these days to carry unsold stocks of the latter.

The Manchester Market closed firm, and, generally speaking, far above local values.

A CLASSIC.

But the classic formulation of Sir Robert Hart's Service philosophy, the one which has made the Service a faithful instrument of the Chinese, is the following:—

"We are working for a people with whom we can hardly be said to have anything in common—a people whose ideas of supremacy contrast strangely with national weakness, and whose intellectual pride is as much beyond available knowledge, but who, if they have not national strength, have a curious hold on national life, and, if poor in respect of what the West styles knowledge, are indubitably rich in the possession of thrift, industry, contentment, and common place-wisdom."

"The opinion of those we live among and understand so little has very generally been that all foreigners are beneath notice and that we, of the Service, are simply to many individuals who may be utilized in their dealings with our countrymen; but, whatever liking they may have for us as being their assistants, they do not by any means intend that the position should be reversed and that we should dictate to them while we draw their pay."

That was written years before the Boxer rising resulted in the Customs becoming security for an indemnity and before China had borrowed money on a large scale, pledging the revenue of the Customs as security for its repayment. Sir Robert Hart, were he alive to-day, would be the first to advise the Chinese not to interfere with a security with which, hitherto, all the lending Powers have been satisfied, and the administration of which has been efficient, loyal, and fair. The foreigners who draw their pay under the Chinese flag are the best friends China has.

JUST PUBLISHED DEC. 1923.

PRACTICAL GUIDE

TO

FAR EASTERN EXCHANGES

By M. BOULEAU

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HONGKONG.

CENTRAL BRITISH SCHOOL FIRST ANNUAL SPORTS. YOUTHFUL COMPETITOR MEETS WITH AN ACCIDENT.

The first annual sports of the Central British School, Kowloon, held yesterday afternoon at the Kowloon Cricket Club, were marred with an accident. A youthful competitor named W. King, competing in the final heat of the high jump for boys, had the misfortune to get his legs entangled in the ropes between the upright measuring bars. He fell heavily to the ground on his right arm and he was picked up suffering great pain. There was not a doctor present at the time but the services of Dr. Wong were soon requisitioned and it was found that the boy had put out his elbow. He received every attention and was carried to the Club House. During the prize distribution he was presented by Lady Severn with a cup as winner of the event in which he had competed and later when he was carried away he was greeted with a volley of roaring applause by his schoolmates.

Otherwise the sports were an unqualified success. The competitions were keenly contested; there was a good attendance of spectators, the events were well organised by the officials and the Club ground, kindly lent for the occasion, made an admirable meeting place.

The main incentive towards keen competition was that the school is divided into houses and competitors strive hard to bring honours to the houses to which they belonged. The final results in this connection were as follows:—

Boys, Nathan House, 39 pts.; May House, 23 pts.; and Luard House, 22 pts.

Girls, St. George's House, 31 pts.; Bede House, 15 pts.; and St. Dunstan's, 15 pts.

Sir Claud Severn and Lady Severn and the Director of Education (the Hon. Mr. E. Irving) were amongst those present. During the afternoon the East Surrey Regimental Band played a delightful selection of music.

At the conclusion of the sports Lady Severn presented the prizes to the successful competitors and at the end of the proceedings became the recipient of a bouquet of flowers from the hands of little Helen Wylie. Lady Severn endeared herself to the children by announcing to the gathering that the Director of Education had accepted her request that there should be a school to-day (Friday). Needless to state, the announcement was greeted with enthusiasm by the children.

Mr. G. F. Nightingale, speaking during the prize distribution, said that the boys and girls had no desire to compete as individuals but as members of a house, each striving for the honour of their respective group. Spectators, no doubt, had noticed the keen spirit of competition shown by both juniors and seniors. Each one realised that on him or her depended the success of their house. When the question was raised of holding the sports the seniors thought that no prizes should be awarded. They thought they would be sufficiently rewarded by winning an event for their house. It was, however, decided that a small cup should be given for each championship event, to serve as a record. The time-honoured system of presenting prizes to second, third, fourth, and fifth had been dropped.

RESULTS.

The following are the results of the competitions:—

100 yards championship for boys.—Senior, G. Bond; junior, T. Whitley.

100 yards championship for girls.—Senior, Phyllis Woolley; junior, E. Stewart.

Long jump for boys.—Senior, W. Matchin; junior, T. Neave.

50 yards championship for girls.—Senior, M. Martin; junior, E. Stewart.

Quarter mile championship race for boys.—Senior, R. Patton; junior, K. Jenner.

Skipper race championship.—Senior, M. Martin; junior, E. Stewart.

High jump.—Senior, G. Bond; junior, W. King.

Potato race for girls.—Senior, M. Gourlay; junior, J. Raven.

Half mile championship for boys.—Senior, R. Patton; junior, K. Jenner.

Egg and spoon race for girls.—Senior, M. Gourlay; junior, C. Dixon.

Relay race for boys.—Senior, May House; junior, Nathan House.

Relay house for girls.—Senior, St. George's; junior, St. George's.

Tug-of-war for boys.—Senior, May House; junior, Nathan House.

Tug-of-war for girls.—Senior, Bede House; junior, St. George's.

The officials were as follows:—

Judges.—Mr. G. Franklin Nightingale (Head Master), Messrs. A. Dransfield, W. Joseph, A. G. McClay, J. McCubbin, W. Reeve, J. P. Robinson, D. W. Salter, H. E. Stevens and C. W. Thompson.

Starters.—Messrs. W. Foulds, T. W. Hall and F. Jenner.

Clerks of the course.—Messrs. A. W. E. Davidson, D. Morgan Richards and W. Howell.

The Captains of the houses were:—

Nathan House (W. Jenner).

Luard House (C. Evans).

May House (G. Bond).

Bede House (P. Whitley).

St. George's House (W. Wheller).

St. Dunstan's House (J. Stewart).

CRIMINAL SESSIONS.

[BEFORE HIS LORDSHIP THE CHIEF JUSTICE (SIR WILLIAM REES DAVIES)].

ANOTHER HEAVY SENTENCE.

Still another exemplary sentence was ordered yesterday by the Chief Justice in a case in which a man named Cheung Wah pleaded "Guilty" to a charge of unlawfully having two daggers in his possession.

According to the Crown Solicitor (Mr. H. K. Holmes), the prisoner was stopped on the Saikong Road, Kowloon City, in company with another man, by a Chinese constable, who on realising that the man was armed blew his whistle. The prisoner knocked the whistle out of the constable's hand and attempted to prevent his being searched. The other man ran away. Another constable came to the first constable's assistance and covered the prisoner with a revolver. In the man's girdle two daggers were found, one at the front and one at the back.

The prisoner said he picked them up on a waste piece of ground.

His Lordship in ordering sentence of six years' imprisonment and twelve strokes of the "cat," described the prisoner as being "a dangerous man." I do not suppose anybody who has heard this case will have any doubt whatever that you were about to commit a crime."

SHERLOCK HOLMES AT WORK.

OIL STAINS ON SINGLET AN IMPORTANT POINT IN ARMED ROBBERY CASE.

Mineral oil stains on a singlet worn by an alleged armed robber were important factors in the case for the Crown in which a man named Chu Wing Kong, was indicted yesterday on four counts: (1) armed robbery; (2) shooting with intent to maim or disable; (3) attempting to shoot; and (4) unlawful possession of an automatic and five rounds of ammunition.

According to Mr. A. Dyer Ball's statement of the case for the Crown, the prisoner was not in possession of a fire-arm when he was arrested, but one was found near by. He was, however, wearing a singlet on which were oil stains just at the point where his girdle secured his trousers in position. The stained parts of the garment were sent for examination to the Government Analyst, who stated that the stains were those of mineral oil containing traces of iron and nitrate corresponding to the oil generally used to oil the barrel of a revolver. A conflicting point in the case, Mr. Dyer Ball said, was that the fire arm, said to be the prisoner's, had not been recently used according to a report made by Mr. Avenall, an expert. The automatic contained four rounds of ammunition one of which had been misfired, whilst another round of ammunition was found in the man's pocket.

Mr. Ball stated that an armed robbery took place at No. 145, Portland Street, ground floor, by four men. When the robbers entered the floor there were two women and one man—his husband. One of the women—on the floor. The husband managed to make his escape through the back door and he ran down the street and telephoned to the Yau-mai Police Station. On the way back to the house he met two Chinese constables and with them continued his journey to the house. Outside the house they were joined by another constable. In the meantime the two women were held up and forced into a cubicle. The robbers opened a safe and two chests of drawers and stole a quantity of jewellery. On leaving the house they were encountered by the three Chinese constables. Directly the robbers saw that they were being intercepted, one of them opened fire on the police who took shelter and returned the fire. Nobody was hurt and altogether half a dozen shots were fired by both sides. The robbers ran up Portland Street and into Shan Tung Street and thence into Shang-hai Street, and it was not surprising that all trace was lost of the robbers as the streets were full of people. When the robbers left the house the constable overheard them saying in Chinese "Make them fall" apparently meaning that they had intention to do them injury.

Shortly after this Sub-Inspector Mac Walters and Sergt. Knowles arrived on the scene in a motor-car and they tried to pick up the threads of the chase. They proceeded along Canton Road to Ivy Street where there was a nullah and a light railway. The car was stopped and Sergt. Knowles got out and spoke to an Indian constable stationed there. As he did so a man came running past the head lights. Sergt. Knowles pursued him and in the chase he saw the fugitive make a downward and outward movement with his left hand. Shortly afterwards the man fell and he was arrested and taken to the Police Station after he had been searched and the one round of ammunition found in his possession. Sergt. Knowles again visited the scene of the arrest and made a search and he found the automatic produced in Court.

At an identification parade one of the Chinese constables pointed out the prisoner. Evidence was then taken, a large number of witnesses being called, and the case was adjourned.

The Jury empanelled for the case were Messrs. N. Currie (foreman), J. W. Glynn, O. J. A. Reilly, J. T. Harrow, O. M. Oliveira, D. Harvey and J. J. Coelho.

CORONERS INQUIRY.

THE DEATH OF CAPT. NEWBY.
A VERDICT OF SUICIDE.

An inquiry into the circumstances attending the death of Captain Alfred Newby, 55, master of the s.s. *Wingtai*, who was found dead on the 19th December with a bullet wound through his head, was held at the Magistracy yesterday. Major C. Wilson was the Coroner and the jury was composed of Messrs. Sin Mai-tai (foreman), A. L. Silva and Ip Wai-man.

Evidence was given by Sub-Inspector Bond, of the Harbour Police, to the effect that at 7.30 on the night of the 20th December, he was called on board the *Wingtai* by the appearance of the police flag on the mast. The Captain's boy said that his master was "very sick." In the cabin the Captain was found sitting in a chair. A wound indicated that a bullet had entered above the right ear and, passing through the head, had emerged at the left side. A revolver of .38 calibre was found lying on his lap. Life was extinct, but the body was still warm.

Dr. E. Pigott Minett, the officer in charge of the Mortuary, said the wound was consistent with the injury that might have been produced by the soft-headed bullet shown to him in the Court.

The pantry boy and cook of the *Wingtai* gave evidence relating to finding the Captain in his cabin. He said there had been nothing strange in the behaviour of the deceased. He did not take drinks whilst on board, though his condition on returning to the boat the night prior to his death might indicate that he had taken liquor ashore.

Mr. Samuel Butcher, in charge of the Seamen's Institute at Kowloon, said that deceased stayed at the Institute for the night of the 17th and witness accompanied him next day to the ship, and stayed on board for half-an-hour. Just before he left he heard the Captain complain that he was feeling a bit queer and was turning in.

Replying to Detective Sergeant Dorling, witness said he noticed the deceased was in a "merry mood" when he came to the Institute. He had also heard the Captain mention that the steamer had pirates on board near Kongmoon and that he (the deceased) had shot a pirate and thrown him overboard.

The Manager of the Tai Cheong shipping firm, of No. 8, Hillier Street, said that deceased had been in their employ for over a month and had been found satisfactory. The Company had received no report of a piracy, either from the deceased or any member of the crew.

After other evidence had been given, the jury returned the verdict that the deceased had committed suicide whilst of unsound mind.

GARAGE PROPRIETOR SUE.

WAGES CLAIM FOLLOWS SUMMARY DISMISSAL.

At the Summary Court yesterday morning Tse Fook sued Kartar Singh, proprietor of a garage in Landale Street for \$21.65, wages due, claiming that he had been summarily dismissed because he had given evidence against him.

According to Mr. C. A. S. Russ, who appeared for plaintiff, the plaintiff was engaged by the defendant on October 14th as a car washer at \$10 per month. He was given half a month's pay at the end of October but was not given anything at the end of November. On December 5th the defendant was prosecuted at the Police Court by a man named Harman Singh and the plaintiff gave evidence in the latter's favour. The evidence, Mr. Russ explained, was to the effect that when Harman Singh was drunk the defendant took his finger prints and stole some promissory notes from him. The police court proceedings were dismissed, the Magistrate expressing some doubt as to the truth of the plaintiff's evidence and the same afternoon the plaintiff was summarily dismissed without being paid any wages. His claim was for wages due and a month's wages in lieu of notice.

The Puisse Judge: I suppose perjury is not a ground for dismissal. Mr. Russ: I suppose it would be, if there were perjury. But there is no ground for it in this case except that the Magistrate had doubts.

The Puisse Judge: If an employed committed perjury it might certainly lead to a breach of the peace.

Mr. Russ: It might lead to ruin your Honour.

The defence was that while the defendant was away at Canton the plaintiff stole two batteries belonging to a car. After hearing the evidence, however, His Honour gave judgment for the claim with costs.

UNIVERSITY OF HONGKONG.

MATRICULATION AND SENIOR LOCAL EXAMINATIONS.

NOVEMBER, 1923.

CANTON CENTRE.

MATRICULATION—PASS LIST.

No. 504—Chau Kwong In, Holy Trinity College.

No. 505—Loh Chuen Lit, Holy Trinity College.

No. 506—Chong Lan Pik, Private Study.

SENIOR LOCAL—PASS LIST.

No. 501—Ho Kam Loan, St. Hilda's School.

No. 502—Lui Yot Shi (Distinction in Needlework), St. Hilda's School.

No. 503—Wong Wai Fong, St. Hilda's School.

CORRESPONDENCE.

THE ENGLISH-SPEAKING UNION.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

Sir,—Captain Robert Dollar in his speech at the Hongkong Hotel on January 8th, which was reported at length in your columns of Wednesday, referred to his association with the "English-Speaking Union" London, and particularly emphasised the necessity for the formation of a similar Club or Association here in Hongkong.

Might I, through the medium of your columns, say that as a member of the "English-Speaking Union" I shall be very glad to give any information to those interested as to the aims and practical objects of this Association. Broadly speaking, the English-Speaking Union aims at increasing the knowledge of one another possessed by the English-speaking peoples. It aims at no formal alliance, it has nothing to do with Governments, but is merely an attempt to promote good-fellowship and understanding among the English-speaking democracies of the world.

There are two Headquarters organisations—one in the British Empire and one in the United States, the latter an independent organisation, governed entirely by American citizens.

Branches exist in many of the principal cities of the British Empire and the United States, and it would seem that in Hongkong, where there is resident a large number of the citizens of the different English-speaking countries, an active branch might be opened and good results achieved.

I enclose my card and remain, Yours faithfully,

Hongkong, January 10th, 1924.

THE COLONY'S WATER SUPPLY.

The monthly water return gives the storage in the reservoirs supplying the City as 1,812 million gallons on the 1st January, compared with 1,059 million gallons on the same date last year. The consumption was 222 million gallons, against 189 million with the intermittent supply in force in December, 1922.

At Kowloon the storage is 330 million gallons, against 290 million last year, and the month's consumption, on full supply both years, was 68 million gallons last December against 54 million in December, 1922.

Thanks to the exceptional rainfall of late October, the Colony's Waterworks appear likely to meet all requirements for the present dry season. The City reservoirs holds about 5 months' supply, but as, with a consumption last month of 33 as, with the waterworks supply, the storage only fell 38 millions, there seems also a fair prospect, there, of carrying through on full supply.

THE SILK INDUSTRY STRIKE AT CANTON.

DR. SUN CONCEDES STRIKER'S DEMANDS.

Dr. Sun Yat Sen, the Generalissimo, in deference to the appeal of the merchants, manufacturers and workers engaged in the silk industry at Canton, has decided to abolish the monopoly given to the Kai Yuan Company some time ago for the collection of a like duty on native silk goods. Insurrections were issued by the Government to the effect that the Provincial Commissioner of Finance was accordingly instructed by the Governor to cancel the orders.

Thousands of workers in the silk industry who came to petition the Governor, slept on the balconies in front and near the Governor's office throughout Tuesday night waiting for a definite answer from the authorities. A few thousands of these strikers came from the interior districts to join the crowd near the Governor's office. Traffic on the balconies was greatly interrupted by the great crowd; the *Canton Gazette* says, but they kept very good order among themselves. The demonstration was participated in by the seven guilds of the Kum Lun Tong, silk labourers' general quarters. The number of persons participating was estimated at 15,000.

"THE HEART LINE" AT THE WORLD THEATRE.

Mystery and romance are combined in "The Heart Line," shown for the first time at the World Theatre yesterday with Leah Baird starred. It is a picture of a popular novel by Gelett Burgess and cleverly combines a warning against fake spiritualists and others of that ilk, with a love story of unusual heart appeal.

The story is too complicated to be told in this short space. In a central character is a girl who, after life has led her down a painful path, falls in love with a man who does not return her affection. Instead of creating a scene, or committing suicide, this girl is strong and noble enough to find her happiness in doing everything she can to bring about his happiness. The mystery is introduced by a missing boy and efforts to locate him through communications with the spirit world. This enables the interesting exposure of the tricks in trade of a certain class of mediums.

The acting direction, photography and atmosphere of "The Heart Line" is all that could be desired. Miss Baird has a sympathetic role that she plays with great finesse. Jerome Patrick, Ruth Sinclair, Frederick Vroom and Mrs. Charles O. Craig give particularly good impersonations. "The Heart Line" remains until Saturday and should be found good clean, vital entertainment for the whole family.

LUSCIOUS ENGLISH FRUIT

FRESHLY GATHERED AND
PACKED IN PURE HEAVY SYRUP.

CHIVER'S STRAWBERRIES ...	per tin	\$1.20
" RASPBERRIES ...	"	1.55
" GOOSEBERRIES ...	"	.95
" DAMSONS ...	"	.70
" BLACKCURRANTS ...	"	1.40
" BLACKBERRIES ...	"	.90
" GREENGAGES ...	"	1.00
" VICTORIA PLUMS ...	"	1.20
" RED ...	"	.95

CHIVER'S FRUIT served with BIRD'S BLANCMANGE leaves nothing to be desired for excellence and purity.

BIRD'S BLANCMANGE (assorted flavours)
per packet 35 cts.

LANE, CRAWFORD, LTD.

TEL. 4567 (4 LINES).

EST. 1850.

GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement

SHEWAN, TOMES & CO.,

GENERAL MANAGERS,
HONGKONG.

ENGLISH
COLUMBIA DANCE RECORDS

3321	NON-STOP DANCING...For-Trot	3324	ON THE ROAD TO ANYWHERE...For-Trot
	DON'T CRY, SWANK...		BONNIE ...
3322	UNTIL MY LUCK COMES ROLLING ALONG	3325	BARNY GOOGLE...
	KATINKA ...		THAT RED HEAD GAL
3323	HEARTBROKEN ROSE	3326	SHY ...
	CELANESE ...		BYE-BYE ...

EACH \$1.60

ANDERSON'S.

Wm. Powell Ltd.
TELEPHONE C. 4578.

CHIFFON VELVET

AND

VELVETEEN

The Fabric for Today's Fashions
in the Latest Colours.

This Prospectus has been duly filed with the Registrar of Companies.

The Subscription List will be Open on MONDAY, the 14th DAY OF JANUARY, 1924, and Close on or before SATURDAY, the 19th DAY OF JANUARY, 1924.

THE SIMPLEX PLASTER COMPANY, LIMITED.

Incorporated under the Companies' Ordinances 1911-1921.

CAPITAL - - - - - \$500,000

DIVIDED INTO 50,000 SHARES OF \$10 EACH.

Offer of 4,000 Shares for Public Subscription.

Of the above shares 15,000 credited as fully paid will be allotted to The China American Industrial Development Company, Limited, as the purchase price for the sale to the Company of property, plant, machinery and equipment of The China American Industrial Development Company, Limited, on the terms of the contract set forth in this Prospectus. Of the remaining 35,000 shares it is intended at the present time to issue only 15,000, and of these shares 11,000 have already been subscribed for cash by the Directors and their friends. On these shares \$2.50 per share will be paid on application and the balance when called up on the same basis as the remaining capital.

The remaining 4,000 shares to be issued at the present time, making equally with those already subscribed, are now offered for Public Subscription, payable as to \$2.50 per share on application. The balance due on each share (\$7.50) will be called up on allotment.

The unissued Capital of the Company will be issued at such times and on such terms as the Directors shall determine.

The Form of Application for shares is at the back of this Prospectus.

DIRECTORS:

CHARLES EDWARD HARTNELL BEAVIS, No. 9, Queen's Road Central, Victoria, Hongkong, *Solicitor*.

CHAN PEK CHUN, No. 34, Bonham Strand West, Victoria, Hongkong, *Merchant*.

CHAU YUE TENG, No. 16, Des Vaux Road Central, Victoria, Hongkong, *Merchant*.

CARL BRADLEY SHANK, Nos. 50-52, Queen's Road Central, Victoria, Hongkong, *Engineer*.

EDWARD DEAN SHANK, Nos. 50-52, Queen's Road Central, Victoria, Hongkong, *Architect*.

WONG KWOK SHUN, No. 169, Des Vaux Road Central, Victoria, Hongkong, *Banker*.

One further Director will be appointed by the Board after allotment.

BANKERS:

THE INTERNATIONAL BANKING CORPORATION.

AUDITORS:

Messrs. LOWE, BINGHAM & MATTHEWS, Chartered Bank Building, Victoria, Hongkong.

SOLICITORS:

Messrs. WILKINSON AND GRIST, No. 9, Queen's Road Central, Victoria, Hongkong.

REGISTERED OFFICE OF THE COMPANY:

CHINA BUILDING, QUEEN'S ROAD CENTRAL, VICTORIA, HONGKONG.

PROSPECTUS.

(a) The recent remarkable developments in building in this Colony have resulted in a demand for labour and building materials that has been unprecedented. Increased costs, consequent upon such demand, necessitate the adoption of means whereby not only may labour be saved but materials produced both quickly and economically. This Company is formed mainly for the purpose of providing plaster and gypsum products which are required in the construction of every building from the small house to the largest block of modern office buildings. "Simplex Plaster," which the Company proposes to manufacture in this Colony, is manufactured by a special process, and is at present only obtainable from abroad, and the Promoters are confident that it can be manufactured here and sold for a price considerably below that which the commodity commands in Hongkong at the present time. This plaster is now extensively used in building in this Colony, and is in fact, as experience has shown, extremely beneficial in the Far East and particularly in Hongkong, for it is impervious to white ants, does not chip owing to damp, and is practically fireproof, remaining unbroken and unaffected by heat unless of a temperature of 250 to 300 degrees centigrade.

(b) The Company has acquired as a going concern that branch of the business of THE CHINA AMERICAN INDUSTRIAL DEVELOPING COMPANY, LIMITED, which has been engaged in the manufacture of "Simplex Plaster." This purchase includes a piece of land of an approximate area of 41,000 square feet situated at Tsan Wan, together with the buildings, plant, machinery and equipment thereon, the machinery being already assembled for the commencement of manufacture. The purchase price will be paid and satisfied by the allotment to THE CHINA AMERICAN INDUSTRIAL DEVELOPING COMPANY, LIMITED, of 15,000 shares of the Company credited as fully paid up. Furthermore the agreement with the Vendors provides that the Vendors will place with the Company all further orders for the supply of plaster by the Vendors.

The Contract for the acquisition of this business is dated the 4th day of January, 1924, and is made between THE CHINA AMERICAN INDUSTRIAL DEVELOPING COMPANY, LIMITED, of the one part and Denis Henry Blake as Trustee for the Company of the other part. A copy of the Contract can be inspected at the Registered Office of the Company or at the office of the Company's Solicitors.

(c) The minimum subscription on which the Directors may proceed to allotment is seven shares.

(d) No commission or promotion money is being paid by the Company.

(e) The Company will pay the preliminary expenses of and incidental to the formation and floating of the Company down to the time when it becomes entitled to commence business, and the estimated amount thereof is \$5,000.00.

(f) The Articles of Association provide that the qualification of a Director is to be the holding of 500 shares in the Company, and that the remuneration of each of the Directors is to be \$600.00 per annum.

(g) The Directors are interested in the promotion of the Company to the extent only that they or some of them are Directors of other companies with whom the Company may do business.

(h) Copies of the Memorandum and Articles of Association of the Company can be inspected at any time during business hours at the Registered Office of the Company or at the Company's Solicitors.

(i) A copy of the Company's Memorandum of Association is annexed to this Prospectus and forms part of it.

(j) Application for shares should be made upon the Form attached to this Prospectus, and sent to the Company's Bankers together with a remittance of \$2.50 per share, the amount of the deposit.

Where no allotment is made, the deposit will be returned in full, and where the number of shares allotted is less than the number applied for, a proportionate amount of the deposit will be returned.

(k) Prospectuses can be inspected at and Forms of Application obtained from the Company's Bankers, the International Banking Corporation, and at and from the Registered Office of the Company.

Dated the 5th day of January, 1924.

NEW ADVERTISEMENTS

WARNING.

NOTICE IS HEREBY GIVEN that the Firm of PATHE-ORIENT which has its Head Office at Shanghai and Branch Offices at Hongkong and Tientsin, in virtue of an Agreement between PATHE-ORIENT and PATHE EXCHANGE INCORPORATED of New York, the Proprietors of the Exhibition Rights in the Territories of CHINA, HONGKONG and MACAO of all HAROLD LLOYD Cinematograph Productions already Released or to be Released.

NOTICE IS HEREBY FURTHER GIVEN to all Exhibitors of Cinematograph Films in the Territories of CHINA, HONGKONG and MACAO that any Cinematograph Print or Prints of any HAROLD LLOYD Productions which are not secured or hired from PATHE-ORIENT through its Shanghai Hongkong or Tientsin Offices are Spurious Prints and infringe the Rights of PATHE-ORIENT and such Legal Proceedings as PATHE-ORIENT deem advisable will be instituted against any Persons Possessing or Exhibiting the Same.

Dated this 10th day of January, 1924.
(Sd) WILKINSON & GRIST,
Solicitors for Pathe-Orient.

THE EAST ASIATIC CO. LTD.
COPENHAGEN.

THE M/S

"TRANSVAAL" having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th of January, 1924, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined by Messrs. Goddard and Douglas on the 17th January, 1924, at 10 a.m.

All Claims against the vessel must be presented to the undersigned before the 20th January, 1924, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JOHN MANNERS & CO., LTD., Agents.

Hongkong, 10th January, 1924. [189]

NOTICE TO CONSIGNEES

AMERICAN & MANCHURIAN LINE.

FROM NEW YORK.

THE Steamship "KUMERIC"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 16th January, 1924, will be subject to rent.

All Claims against the Steamship must be presented to the undersigned on or before 23rd January, 1924, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 16th January, 1924, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 10th January, 1924. [180]

THE DIOCESAN BOYS' SCHOOL.

ANNUAL SPEECH DAY—TUESDAY, JANUARY 22nd, 1924, from 3.30 p.m. to 5 p.m. No invitations are being sent out. All Parents, Guardians, Old Boys and Friends are invited to attend by this Advertisement.

The Hon. Mr. R. H. KOTWALL (Old Boy) will speak.

There will also be short Speeches by Scholars on Chinese Studies, School History, the New School and possible future developments.

After Tea there will be a Display of Physical Drill and Gymnastics.

Term ends on SATURDAY, JANUARY 26th.

Next Term begins on FRIDAY, FEBRUARY 22nd.

New Boys should attend on TUESDAY, FEBRUARY 21st at 8.30 a.m.

W. T. FEATHERSTONE, Headmaster.

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ONE HUNDRED AND FOURTH ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 44, Des Vaux Road, on FRIDAY, 1st FEBRUARY, 1924, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED on SATURDAY, 19th JANUARY, to FRIDAY, 1st FEBRUARY, 1924, both days inclusive, during which period no transfer of shares can be registered.

By Order of the Board of Directors.

JOHN ARNOLD, Secretary.

Hongkong, 8th January, 1924. [179]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate of Shares 7499, dated Hongkong, 1st April, 1923, for Five Shares of this Bank numbered 62579/62580 inclusive registered in the Name of Mrs. OLAFIRA MARIA ECA DA SILVA ABELLA has been destroyed by fire, and should this Certificate not be produced to the Bank before the 17th January, 1924, a New Certificate for the Shares will be issued, and the aforesaid Certificate No. 7499 will be treated by the Corporation as Null and Void.

By Order of the Court of Directors.

A. G. STEPHEN, Chief Manager.

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The Daily Press.

HONGKONG, JANUARY 11th, 1924.

HONGKONG UNIVERSITY.

THE very interesting review of the progress of the Hongkong University during the past three years given at the Congregation on Wednesday by Sir WILLIAM BRUNYATE, the Vice-Chancellor, will have been read with much satisfaction by all who were associated with the institution in its infancy, from which it is now emerging with every sign of vigorous growth, though this satisfaction is mitigated, from the average taxpayer's point of view, by the prospect fore-shadowed of further heavy demands on the Colonial Treasury to meet the expanding needs of the institution. When the University was founded twelve years ago it was considered that the Government's financial responsibility would begin and end with the gift of the site and a contribution of ten thousand dollars a year as evidence of its sympathy and interest. In course of time the annual contribution grew to \$20,000, and a couple of years ago it was increased to \$50,000. The Government also, two years ago, gave the large capital sum of \$1,000,000 to the Endowment Fund, as recommended by a Commission which, set in 1920, and it further paid off all the University's debts amounting to another \$700,000. This was done with the intention that the University shall not only be freed from all present debts and have its endowment restored intact, but shall also be assured of an adequate income for the future. It was, further the hope and expectation of the Government, in thus guaranteeing the maintenance of the University, that it would encourage contributions from other sources, "especially for further expansions now unprovided for." It was thus made clear that there was no finality to the financial needs of a growing University. When the late Mr. E. H. SHARP, K.C., who was the Chairman of the Commission which inquired into the finances of the University,

was subsequently honoured by the University with the degree of LL.D. (honoris causa) he remarked that the troubles that brought the Commission into being sprang from the fact that the University had given rein to ambitions and aspirations beyond the financial means it possessed at the time. It would be a sad thing for the University, he remarked, if it had not had these larger ambitions and aspirations. "But such expansions cannot be carried out by running into debt. Funds are needed and will doubtless be forthcoming in time; it is a question of time which all interested in the University will desire to hasten. The Government has, for the present, done its part. The further money must come from the public, Chinese and European." He had no doubt that it would; but it has been coming very slowly so far. The University issued an appeal which took the form of a statement of the objects, the aspirations and the present measure of success of the University, an enumeration of its immediate and imperious needs, and of an attempt to outline the kind of programme to be followed in the future if it is to rise to the opportunities which the University authorities believe to lie before it. The University authorities have since had the satisfaction of being able to announce the magnificent donation of \$250,000 from the Hon. Sir PAUL CHATER and one of \$50,000 from Mr. FUNG PING SHAN, and an early prospect of substantial assistance from the Rockefeller Foundation, as well as at some time which cannot yet be clearly defined—some help from the funds coming to the Imperial Government from the Boxer Indemnity. But the point in the Vice-Chancellor's speech to which all this leads up is the remark that he is satisfied that "the time has come, or is rapidly coming, when additional contributions by the Colonial Government, carefully made for specific purposes, would be more than justified." We think most people will agree that the Colonial Government has done for the University as much as it is reasonable to expect, and it would not be impertinent to suggest that the time has come when additional contributions from Chinese public treasuries is justified. When the University was founded the Viceroy of the time at Canton subscribed two lakhs of dollars towards the Indemnity Fund, and started a subscription in Canton. The Chinese communities in various parts of China and also in other countries, such as Saigon, Australia, Penang and elsewhere, came forward with subscriptions. In view of the heavy expenditures facing the Government in the immediate future for the imperious needs of the Colony, we should like to see what the Americans call "a drive" for the funds needed for the expansion of the University made in the Chinese circles which supported the inception of the University, before any further call is made upon the public treasury of Hongkong. The success already achieved by the University, the fact that the graduates of the University are "getting a reputation as well-grounded, reliable men" ought to make an appeal as effective on Chinese Governments and public-spirited citizens as on the Government of Hongkong and public spirited citizens of the British Empire. We hope it will, for the advantages which accrue from the University are advantages from which China stands to gain immeasurably more than the Colony of Hongkong.

The latest type of vehicle in Java resembles a ricksha propelled by a small motor. The China Merchants Steam Navigation Co. are opening a new training ship in Shanghai for officers. Twelve cases of small-pox were recorded in the return issued yesterday by the Medical Officer of Health. Last reports show that in certain respects buoyancy is being shown in the Shanghai markets, prices of yarn and piece goods showing an improvement. The Stuart Dollar, which arrived yesterday, reported that a Cossack who was going to Manila with 14 horses for a circus, died of injuries received from a horse falling on him, and he was buried at sea.

The train service on the Canton-Samshui line and the launch service between the West Bund and the railway station at Shikweilong have been suspended. The station is under military guard and "martial law" has been declared in that region. At the annual meeting of the District Grand Lodge of Hongkong and South China (E.C.), on Wednesday night, Mr. Bro. J. Owen Hughes (Victoria Lodge) was invested as Deputy District Grand Master for the ensuing year by the Rt. Wor. District Grand Master (the Hon. Mr. P. H. Holyoak).

On Saturday His Excellency will visit the Hongkong and Whampoa Docks at Kowloon to view the models which are to be sent to the British Empire Exhibition. On Wednesday, His Excellency and Lady Stubbs entertained Captain Cuccia of H.M.S. *Galabria* and Count Nottarbartoli to luncheon. Hon. Sir Claude and Lady Severn and Count Stefano Carraro, Italian Consul-General, were invited to meet Captain Cuccia. Mr. T. Addis, the eldest son of Sir Charles Addis, has arrived in Shanghai. Mr. Addis, who was educated at Oxford and is a barrister, is joining the firm of Messrs. White-Cooper, Master and Harris. During the war he served with the Field Artillery, subsequently being attached to the Trench Mortars.

At the Marine Court, yesterday morning, nine passenger boat women were fined \$2 each for trying their boats up Inshore during prohibited hours. A man, who was charged with a similar offence, was fined \$3. At the same Court the coxswain of the motor-boat *Europe* was cautioned, for allowing his boat to be under way without a certified coxswain being on board. On Friday night the following have been invited to dine at Government House: Engineer Captain and Mrs. O'Donogherty, Lt.-Col. W. E. Roberts, Lt.-Col. R. H. Darwell, Mr. and Mrs. T. H. King, Mr. and Mrs. A. Cameron and Miss Grant, Mr. and Mrs. N. L. Smith, Mr. and Mrs. Ram, Mr. and Mrs. C. G. Alabaster, Mr. and Mrs. McArthur and Mr. and Mrs. E. W. Hamilton.

On Wednesday night, His Excellency entertained Members of the University Court together with Mr. Arthur Preece, the new Honorary Graduate, and the four new graduates, Dr. Chau Sek Nin, Dr. Cheah Tooh Lou, Dr. Chia Shih Ching and Dr. Mok Tai Tin. Dr. Chia Shih Ching responded to the toast of The New Graduates. Mr. S. W. Tso, the other new Honorary Graduate, was unable to be present owing to indisposition.

There was another successful Whist Drive at the Seamen's Institute on Wednesday night, there being no less than fifty tables. The prizes, which were presented to the winners by the Rev. Norman A. Peel, Assistant-Chaplain, were won by the following: Ladies—1st, Mrs. Allen, 17s; 2nd, Mrs. White, 17s; 3rd, Mrs. Hunt, 17s; 4th, Mrs. Yule, 12s. Men—1st, Mr. Dodson, 18s; 2nd, Mr. White, 17s; 3rd, Mr. Crumplin, 17s; 4th, Mr. Payne, 17s; 5th, Mr. Wetherbrook, 13s.

On Monday, 7th January, His Excellency and Lady Stubbs entertained the following to dinner at Government House: Surgeon-Captain and Mrs. Burniston, Lieut.-Col. and Mrs. O'Connell, Mr. and Mrs. J. R. Wood, Major R. O. Campbell, Commander and Mrs. Clayton, Mr. Winslow, Mr. and Mrs. Eldon Putter, Major and Mrs. Paton, Mr. Turner and Mr. and Mrs. North, Sir Roderick Jones, Mr. Fletcher and Mr. Pensonby, who are staying at Government House, were also present at dinner.

LAST NIGHT'S BLAZE

VALUABLE PROPERTY AT HILL ROAD DESTROYED BY FIRE

A serious outbreak of fire occurred last night in Hill Road, West Point, just below the University Hostels, which resulted in two large houses occupied by well-to-do Chinese being gutted, and the servants' quarters of Nos. 45 and 47, Pokfulam Road, being seriously damaged by fire and water. The fire spread with alarming rapidity and caused considerable excitement in the neighbourhood. Fortunately, the occupants escaped from the burning buildings safely, but they lost most of their personal belongings.

The fire is believed to have commenced on the first floor of No. 13, Hill Road, occupied by the proprietor of a Chinese cinema in Queen's Road West, and it is stated that a large number of films were stored on the first floor of this house, which are believed to have been the cause of the rapid spread of the fire.

The fire alarm was raised at about 9 o'clock and the Fire Brigade was very quickly on the spot; the fire appliances from the Kennedy Town sub-fire station being the first to arrive, whilst three fire appliances arrived shortly afterwards from the Central Fire Station.

By the time the Brigade arrived both houses were burning furiously and the flames had spread to the servants' quarters of Nos. 45 and 47, Pokfulam Road, on the opposite side of an alleyway facing the gate of No. 13, Hill Road. Fortunately, there was little or no wind to carry the flames to adjoining property which, in that vicinity, is congested.

Lengths of hose were connected up with the hydrants in Pokfulam Road, and from these the firemen played streams of water onto the burning buildings. In the meantime nervous residents in adjoining houses were moving their belongings.

The firemen, under the supervision of Superintendent Brooks and Station Fire Master Moss, worked with a will and within an hour the danger of a very serious conflagration was averted. By 10.30 o'clock the flames were completely under control.

It is yet too early to estimate the damage, but it is safe to say that it amounts to many thousands of dollars. Both houses were substantial buildings built some 10 to 15 years ago, and they have been gutted. A quantity of valuable furniture has also been destroyed. The roofs of the servants' quarters of the two houses in Pokfulam Road have also been seriously damaged, and some damage has been caused to the two houses in question by water.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]
SEPARATIST PREMIER ASSASSINATED.
GRAPHIC STORY BY AN EYE-WITNESS.

"STAND AGAINST THE WALL, HANDS UP!"

PARIS, January 9th.
Herr Heintz, president of the Separatist Government in the Bavarian Palatinate, was assassinated yesterday while dining at a restaurant at Speyer.

LONDON, January 9th.
An eye-witness of the assassination of Herr Heintz, in the dining hall of the chief hotel at Speyer in the presence of thirty guests, says: "A number of shots suddenly rang out. Three persons who were sitting at a table just opposite me fell to the ground, shot through the head. There was a cry 'Stand against the wall, hands up!' The crowded room was thrown into consternation. A woman burst out crying as several more shots were fired. Three or four young men rushed from the room threatening to shoot anyone leaving within a quarter of an hour, adding, 'We are only attacking Separatists.'"

The lights had been extinguished and when they were turned on three men lay in pools of blood. Heintz and another died in a few moments.

It is stated that only Heintz belonged to the Separatist Government. The others sat at his table by chance.

Troops and police soon arrived, but no arrests have been made up to the present.

Three other wounded men were found outside the hotel.

SEPARATISTS' DOINGS IN THE PALATINATE.

The assassination of Herr Heintz was presumably by Nationalists, and draws fresh attention to the Separatist doings in the Palatinate, which are the subject of various preoccupations in British official circles.

The Separatist flag still flies on many town halls in other parts of occupied Germany, but apparently it is only in the Palatinate that anything like a serious general Separatist administration has been established under the title "Government of the Autonomous Palatinate."

While the Separatists are the de facto governing authority in every Palatinate town, it is reported that the action of the Rhine-High Commission in accepting principles issued by the Separatist Palatinate administration is interpreted as practically official recognition.

It is stated that British demarches have now led to the decision to institute an inquiry on the spot by delegates of the Inter-Allied Commission.

INQUIRY BY RHINE-LAND COMMISSION.

PARIS, January 9th.
As a result of British representations on the subject of the Separatist movement, it is announced that an inquiry will be made on the spot by the Rhine-High Commission.

SERIOUS COLLISION.

LATER.
In connection with the shooting of Heintz, there were collisions last night between the Separatists and the populace, which resulted in five persons being killed.

BRADFORD MILL COLLAPSE

WORKERS BURIED BENEATH DEBRIS.

LONDON, January 9th.
Over thirty employees of the Zeiland Spinning Mills at Bradford, were buried this morning by the collapse of the roof of the building, which brought down a lot of heavy machinery from the top floor on to the workers beneath. Up to the present twenty have been extricated, more or less severely injured. Twelve are believed to be still buried, of whom six answered their names, showing that they were still alive.

BRITISH BOARD OF TRADE FIGURES.

IMPORT AND EXPORT DURING 1923.

LONDON, January 9th.
Board of Trade figures show, imports during 1923 £1,028,000,000, compared with £1,008,000,000 in 1922; exports £767,000,000, compared with £719,000,000; re-exports £219,000,000, compared with £203,000,000.

Allowing for the changed basis, due to the fact that South Ireland in April became a Free State, the Board of Trade estimates of imports in 1923 actually increased £25,000,000; exports £20,000,000; and re-exports £6,000,000.

GIFT TO ALBERTA UNIVERSITY.

EDMONTON, January 9th.
The University of Alberta has received \$10,000 from the Carnegie foundation to enable Professor Collip to carry on insulin investigations.

FALL OF THE FRANCO.

PARIS, January 9th.
The fall of the franc continues to be the chief newspaper topic. It is reported about a dozen people, mostly Russians, have been expelled from the Bourse.

ALLIED MILITARY CONTROL TO BE RESUMED.

BERLIN, January 9th.
Resumption of Allied military control will be effected during the present week, following an announcement that the Government had taken measures to facilitate the Control Commission's visits on January 10th and 12th.

EARLIER CABLES.

A PARLIAMENTARY INTERLUDE.

LABOURITE DISORDER.
"FIVE MARIONETTES FROM THE ITALIAN OPERA."

LONDON, January 9th.

In the House of Commons, immediately Mr. Whitley took the chair in readiness for the summons to the House of Lords to hear the Royal assent to the Speaker's election, a Labourite back-bencher began to whistle the "Red Flag," but ceased in response to sharp cries of "Order!"

The ceremony in the House of Lords was carried out in time honoured fashion. Mr. Jack Jones was heard to be muttering throughout, and subsequently tried vainly to raise a point of order in the House of Commons, alleging that the Commons had been insulted. Mr. Jones vouchsafed no explanation, but it is understood he was aggrieved because only a handful of Peers were present at the ceremony.

Miss Jewson was conspicuous on the Labour benches in a brown velvet hat with a multicoloured scarf, though the women Labourites decided to continue hatless.

The process of swearing in the Commons in the afternoon was enlivened by the Labourites' chaff. The women Labourites and Lady Tarrington were cheered, Miss Lawrence was greeted with the cry, "Good old East London!" and Miss Bondfield was greeted with a cry of "Our Maggie!"

Mr. Jack Jones, when leaving the House of Commons, explained that he made a protest because he was a constitutionalist, while the Lords were not, though always talking about the Constitution. Mr. Jones protested against a hundred Commons being received in the House of Lords by only "five marionettes" from the Italian Opera, where it was the duty of the Lords to receive the Commons in decent numbers. Mr. Jones' reference was to the five commissioners in red ermine cloaks with black cocked hats.

RAMSAY MACDONALD'S SPEECH.

WELL RECEIVED IN FRANCE.

PARIS, January 9th.
Mr. Ramsay MacDonald's expression of friendship for France has created a favourable impression. *Le Temps* says: "We shall do Mr. MacDonald's expressed intentions justice and hope he will do justice to those of France." The *Journal des Debats* says: "It Mr. MacDonald perseveres in the sentiments expressed he will encounter great goodwill by France, which is ready to discard mutual recriminations and build up a sound policy." *Le Libertaire*, the organ of the Extreme Right, thinks Mr. MacDonald's idyllic language "smacks of 1848 and says: 'The illusions of 1848 only benefited Bismarck and Prussia. Beware of the demons!'"

GERMAN SEAMEN ON STRIKE

A PARTIAL SETTLEMENT.

LONDON, January 9th.

A German steamer is held up in Victoria Docks owing to a strike of the crew. It is the Hamburg America liner *Frankenwald*, which arrived on December 25th. Officials of the new stevedores' and lightermen's union visited the *Frankenwald* to-day to ascertain whether any members of the union were handling the cargo, in order to let them out, and immediately retired when they found the cargo handlers belonged to the transport workers' union.

German pickets at Hull awaited the arrival of the steamer *Herzog Fischer* from Germany and induced the crew of nineteen to join the strike.

As a result of negotiations between the seamen's and firemen's union at Hull with the agents of the German steamer *Neptun*, the latter agreed to pay the crew British maritime rates from January 3rd, and accepted all the conditions of the Maritime Board.

THE FLOODS IN FRANCE.

POSITION STILL SERIOUS.

PARIS, January 9th.
Although the Seine is falling slowly, the outlook is not reassuring, for damper weather has returned. Meanwhile the situation in Paris and its suburbs is much the same. The maximum height of the flood has now been reached at Rouen, where the quays are flooded. A meeting of Deputies representing the departments of the Seine, Seine-et-Marne, has decided to introduce a Bill opening a credit of thirty million francs for sufferers from the floods, and create a permanent group of Deputies of these three departments to defend Paris from a recurrence of the disaster.

GALES IN THE ATLANTIC

FRENCH COAST STREWN WITH WRECKAGE.

PARIS, January 9th.

The Atlantic coast is gripped by a gale accompanied by an exceptionally high tide, practically amounting to a tidal wave. The coast from Brest to Biarritz is strewn with wreckage, quays have been wrecked, houses flooded and fishing boats sunk. Some fishermen are missing. The rush of water at La Rochelle was accompanied by a slight earthquake. The contents of houses were washed away, and considerable damage was done.

COMMUNISTS QUARREL.

RIO, December 9th.
A message from Moscow states that many leaders of the Central Communist Committee are advocating a cessation of attacks on Trotsky, emphasising the necessity for preserving unity at all costs. Nevertheless the *Pravda* states that Krestinsky, the Soviet representative at Berlin, has joined the opposition to the Central Committee.

OBITUARY.

DEAN OF CANTERBURY.

LONDON, January 9th.
The death is announced of Dr. Wace, the Dean of Canterbury since 1903. [The Very Rev. Henry Wace, D.D., was a prolific writer on religious subjects, particularly historical. He was a noted preacher and was in his 57th year at the time of his demise.]

DR. GILDERSLEEVE.

BALTIMORE, January 9th.

The death is announced of the well-known philologist, Dr. B. L. Gildersleeve, at the advanced age of 92 years. *Reuter's American Service.*

LATEST CABLES.

[REUTER'S AMERICAN SERVICE.]

THE BOK PEACE PLAN.

REPUBLICAN ATTITUDE TOWARDS THE L.O.N.

WASHINGTON, January 9th.

Attempts have been made to ascertain the views of President Coolidge on the Bok peace plan. Inquirers referred to his message delivered at the opening of Congress, when he said that the country had definitely refused to ratify the Covenant of the League of Nations, adding, "I am not proposing any change of that policy, neither is the Senate inclined to do so."

This apparently means that neither the President nor the Republican members of the Senate will give encouragement to any plan that recognises, on the part of the United States, formal adherence to the League of Nations.

SOVIET OIL.

U.S. COMPANY GRANTED CONDITIONAL CONCESSION.

NEW YORK, January 9th.

The *New York Times* Moscow correspondent says that a huge oil concession has been granted to the Sinclair Oil Company, New York. The grant was conditional on the company making the Soviet Government a loan of \$250,000,000. Up to the present the Sinclair Company has not complied with the Russian demands.

EARLIER CABLES.

U.S. SENATE DEADLOCK ENDED.

WASHINGTON, January 9th.
The deadlock existing in the Senate since the opening of the session has been ended by the election of Mr. Smith, a South Carolina Democrat, as chairman of the Inter-State Commerce Committee, thus permitting the Senate to enter into its full functions.

COMMUNIST PROPAGANDA IN AMERICA.

WASHINGTON, January 9th.
Dr. Daugherty has formally declared that the Department of Justice has abundant evidence to back up the State Department's recent statement concerning Communist propaganda in the United States.

THE MEXICAN UPHEAVAL.

MEXICO "PAYS FOR U.S. WAR MATERIAL."

WASHINGTON, January 9th.

The Obregon Government has deposited a cheque for \$150,000 as an instalment for the purchase of war material and aeroplanes. The amount represents nearly half the total bill.

BANK ROBBERS IN AMERICA.

BALM BEACH (FLORIDA), Jan. 9th.

A strong force of police, armed with machine guns, attacked a gang of bank robbers holding a meeting in the swamps. The Deputy Sheriff and five robbers were killed.

SUCCESS FOR MEXICO LOYALISTS.

TAMPICO, January 9th.

Government forces under Gutierrez are advancing on Tuxpam. They have captured Huerto Lobos and Palo Blanco.

A DAVIS CUP CHALLENGE.

NEW YORK, January 9th.

Australia has challenged for the Davis Cup.

[BY COURTESY OF THE "DAILY BULLETIN"]

YUNNANESE DIVISION FUNDS.

ATTEMPTED EMBEZZLEMENT BY ARMY OFFICER.

SHANGHAI, January 9th.

An alleged attempt by a Chinese army officer to embezzle £1,250,000 sent to Shanghai by the Commander of the Second Yunnanese Division in order to purchase supplies was revealed in the Mixed Court, yesterday, when the Commander secured an injunction against the release of the money by two local banks. It appears that a Chinese captain was sent to Shanghai to purchase supplies, and one of his brother officers obtained the pass-book and attempted to withdraw the funds from the banks. The captain returned to Yunnan, where, as a result of charges being made against him, he committed suicide.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

LATE SIR ELLIS KADOORIE'S REQUEST.

ON BEHALF OF PALESTINE.

JERUSALEM, January 9th.

It is officially announced that the British Government has accepted a bequest of approximately £100,000 by the late Sir Ellis Kadoorie of Hongkong, to be expended for the benefit of Palestine.

DOLLAR STEAMSHIP COMPANY'S PURCHASE.

SEVEN "PRESIDENT" LINERS.

Mr. Farley, on behalf of the Shipping Board, sold seven "President" ships to the Dollar Steamship Company for \$3,500,000, as compared with an original cost of \$50,000,000.

CHINESE INDUSTRIAL MISSION IN LONDON.

DINNER AT THE CHINESE LEGATION.

LONDON, January 9th.

Mr. Chao Hsi Chi, presiding at a dinner at the Chinese Legation in honour of members of the Industrial Mission, said he hoped the visit of the mission would advance Anglo-Chinese trade and co-operation. He looked forward to seeing a similar mission from Great Britain visiting China.

The guests included representatives of the Department of Overseas Trade, London Chamber of Commerce and leading industrial firms.

ANGLO-CHINESE FRIENDSHIP AND CO-OPERATION.

LONDON, January 9th.

The High Commissioner expressed gratitude to Great Britain, and said he hoped for everlasting Anglo-Chinese friendship.

Sir William Clark said that the Department of Overseas Trade was glad to co-operate with the mission.

Sir John Jordan said that Anglo-Chinese history was one of the finest in the world for honesty. He had great hopes for China. It was necessary to stabilise the situation, but the economic position would influence the political situation.

The chief item of the mission's programme to-day was an important conference with the Controller-General, Sir William H. Clark, at the Department of Overseas Trade.

The morning was spent in inspecting road making and factories. Afterwards a private lunch was given by the British Industrial Federation.

JAPANESE TRAINING SQUADRON AT MELBOURNE.

MELBOURNE, January 9th.

The Japanese training squadron, comprising three cruisers has arrived. A civic reception and entertainment was given. The squadron sails for Hobart on January 10th.

DR. SCHMALZRIED'S RANSOM.

EIGHTEEN THOUSAND STRINGS OF CASH.

PEKING, January 10th.

Dr. S. Schmalzried, who has lately been released by his captors, reached Tungchi on December 7th, thin and wasted, but otherwise all right.

Local Chinese paid 18,000 strings of cash for his ransom.

CHINA'S PREMIER.

CABINET RESIGNATION EXPECTED.

PEKING, January 9th.

At the conclusion of an informal meeting this afternoon, the House of Representatives held a formal meeting which passed the nomination of Sun Pao Chi as Premier. There were 305 members present of whom 283 voted. There were 250 in favour of Sun Pao Chi and ten irregular votes. It was resolved to report to the President this evening. As the day of the House of Representatives is still in the hands of Wu Ching Lian, the house resolved to use the Senate's seal. The nomination must go to the Senate, which will probably vote thereon on Friday. It is expected that the present acting Cabinet will resign en bloc tomorrow.

MANILA SENSATION.

BANK BOOK-KEEPER'S ALLEGED EMBEZZLEMENT.

MANILA, January 9th.

Lucio Torralba, former book-keeper of the local branch of the Yokohama Specie Bank, has escaped to Manila after the alleged embezzlement of amounts from the Bank, variously stated between Pesos 168,000 and Pesos 400,000. The alleged defalcations have been in progress since 1921.

STEAMER ABANDONED IN NORTH PACIFIC.

PRESIDENT LINER RESCUES A JAPANESE CREW.

LONDON, January 9th.

A message from Seattle says the steamer *Kyoko Maru* on January 8th was abandoned, the crew being taken off by the American steamer *President McKinley*.

ELECTION SPEECHES.

THE CAPITAL LEVY.

MR. HENDERSON ON THOSE WHO WILL BE EXEMPT.

Mr. Arthur Henderson, speaking at Ferry Hill, Co. Durham, said that unemployment was common to every industrial country, whatever its fiscal policy. In industrial life he wanted protection against the ruinous reductions in wages imposed on the workers in the last few years. They wanted protection against slumdom, bad houses, and the diseased areas in which the people were living. That was the only protection wanted.

Proceeding to deal with the capital levy, Mr. Henderson said he preferred to call it by its proper title, the War Debt Redemption Levy. One would almost imagine the heavens were going to fall as the result of the imposition of this levy. No co-operative society, friendly society, union, or other concern would be called upon to pay a single halfpenny. The money must be the possession of the individual. He might have it in shares or Government securities, and it might be necessary for him to make a transfer of his shares, but that was nothing new. That went on daily on the Stock Exchange. There was a good deal of opposition and alarm about this levy, but what about the death duties? All this talk about its effect on industry was futile. The Labour Party proposed this scheme in the hope that it might wipe off half the amount of the debt by getting something like three to four thousand millions.

I am deeply convinced, said Mr. Henderson, that it is not the levy that is causing the alarm. It is the prospect of the return of a Labour Government. The levy is the stick to beat us with. If there had been no levy in our programme they would have taken some other item in it and treated us exactly as they are doing with the levy.

MR. CHURCHILL.

EFFECTS OF A CAPITAL LEVY.

Mr. Winston Churchill, addressing a meeting of Leicester business men said the capital levy scheme was vitiated by the proposal to suspend the Sinking Fund. The real object of the levy was to provide an attractive electrifying cry. It was a mad incursion on predatory grounds into the capital of the country.

Socialists talked about capital as if it consisted only of real estate. They ignored intangible assets, such as goodwill in business. A capital levy would bring about a gigantic devaluation of everything and an enormous flight of foreign capital from the country. Its adoption would mean that the share capital of the country would be written down 50, 40, and 50 per cent. in the panic that would follow.

People of the Socialist intellectual type and those of the ignorant and predatory Bolshevik sort never realised how much they owed to capital and to what a tremendous extent the business of the country was carried on on borrowed money.

Scientifically and according to their own argument the Labour Party should go lower than the 25,000 limit for the levy. They probably would go lower, finishing up by taxing the man with the shovel.

SIR A. MOND.

LABOUR'S MISCALCULATION.

Sir Alfred Mond, speaking at Pontypool said that if a scheme for a levy on capital had been practicable in 1918 he would have raised no objection to it, but it was wrong in principle and impossible of execution.

The need of the country was to reduce the interest on the National Debt. Mr. Ramsay MacDonald had stated that the interest amounted to £285,000,000. That was not correct. In the annual Budget war interest and sinking fund was estimated at £250,000,000, £310,000,000 interest and £40,000,000 already provided as sinking fund.

Mr. MacDonald had overlooked the fact that on the £250,000,000 the receivers had to pay income tax and super tax of approximately 6. in the £. The total figure would be down to £230,000,000. £100,000,000 less than Mr. MacDonald had stated. If a levy were made on capital, as had been suggested, it would take two years to make a valuation, and in that time much of the money which the capital levy would have produced would have disappeared somewhere.

It is said, Sir Alfred continued, "that in the death duties we make a levy on capital. That is quite true, but it does not all die at the same time." (Laughter.)

It was not by making the rich poor, but by making the poor richer that they were going to help the country onward.

THE TARIFF QUESTION.

40 YEARS' EXPERIENCE OF TARIFFS.

The Earl of Birkenhead, addressing an audience of 5,000 people at the Palace Theatre, Newcastle-on-Tyne, said: When they were told that the effects of the tariff would destroy what was left of the activities of our Mercantile Marine he would ask them to consider the latest figures issued by the Board of Trade. Previous to the war 44 per cent. of the tonnage of the world was under the British flag; now, barely five years after the war, the percentage was 32. While this was so every country in the world had increased its tonnage in a greater ratio than we had. The whole free import cost depended upon the hypothesis that they could not reconcile a protective system with a Mercantile Marine. The answer was that they had to deal with the new world which the war had left on the basis of the new and only possible terms of competition.

The question he would put to the free importers, and specially to the Labour Party, was: "Were they prepared indefinitely to adopt the view that the German nation should compete with us not only in shipbuilding but in the carrying of our goods by sea?"

He asked the question in the carrying of our goods by sea, which were absolutely a pre-condition of the trade union creed. If the Liberal and Labour Parties were right, nations which had

tariffs should have been injured by them. If we alone were drinking the holy milk of pure economic doctrine, he would have thought that countries with tariffs would have shown a decrease in exports.

But what did we find? We found that year by year the competition—the successful competition of Germany—was maintained against our manufactures. We found that one trade after another was menaced by German expansion, and at the same time we found the gigantic country on the other side of the Atlantic, with tariffs higher than were ever dreamed of in this country, challenging the whole basis upon which our industry depended. The experience of the last forty years showed that in the first place tariffs did not ruin a country, and in the second place did not even depress the exporting industries of a country. The experience also proved that the men who believed in tariffs were not necessarily imbeciles.

MR. LOYD GEORGE.

WHEN THE VAIN TALKER HAD HIS USES.

Mr. Lloyd George speaking at Crickieth, said: "I was shown a poster which evidently had been issued by the Conservative Central Office. It represented me as a mere vain talker who has accomplished nothing. There is no party from which that taunt comes, and I need all favour from the Tory Party. Were you of that opinion in 1914 and 1918? My recollection is they were rather glad to have this vain talker in charge of State affairs in those days."

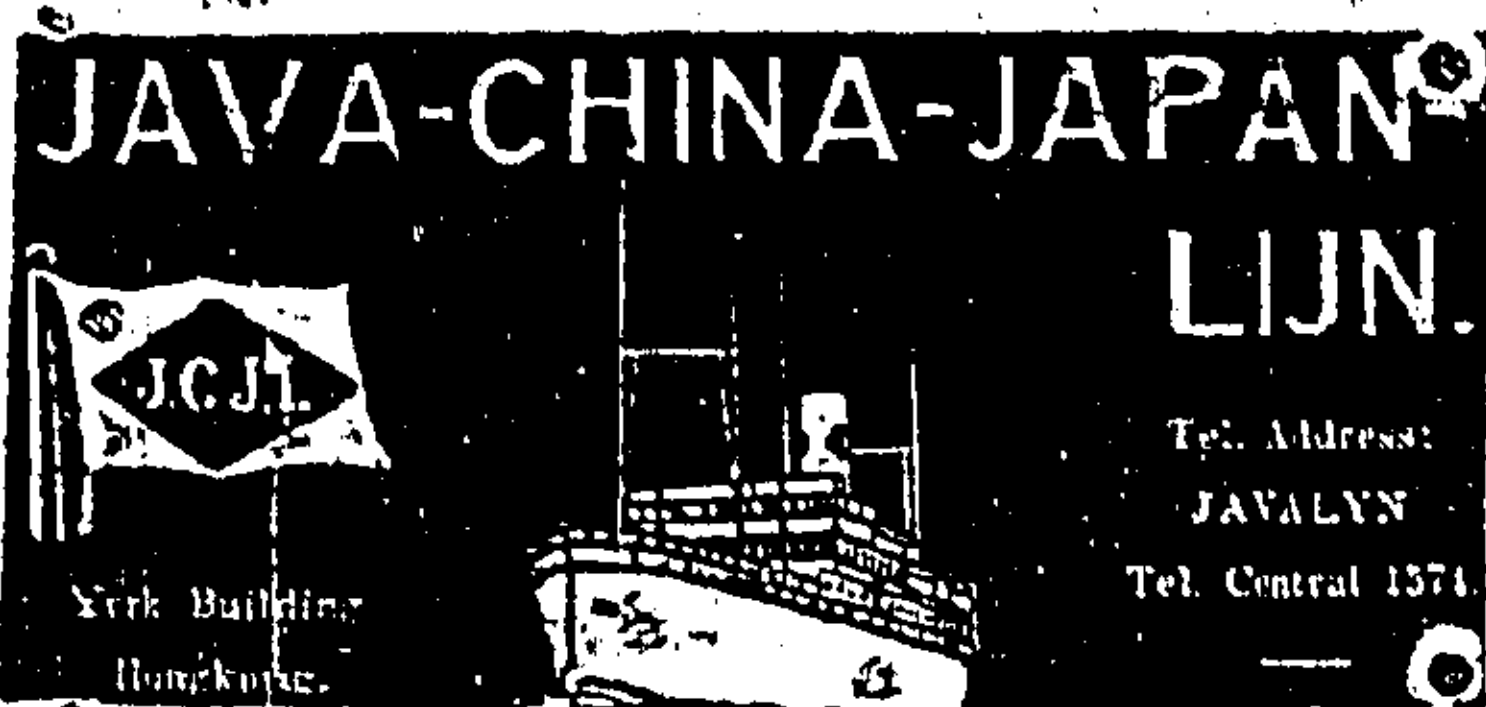
When British finance was in a state of panic, and arrangements had to be made to save it from disaster, when shells and rifles, machine-guns and cannons, had to be forged and great organisations had to be improvised for turning them out, at the shortest notice to support our gallant men in the field, the vain talker had his uses. When Germany had broken up three of our Allies and was on the point of breaking up a fourth, when the German submarines were sinking our ships by millions of tons, the Tory party was frightened, so frightened that they shirked office and begged this vain talker to take charge and do his best to put the country through it. When there was great unrest in this country after the war in 1919-1920, and there were menacing strikes and movements, they were glad to get him.

"I recollect another poster in which I figured in 1915, also issued by the Conservatives. It was a more flattering portrait of myself than the present one. It was issued in the interests of Conservative candidates with the words 'Support the man who brought victory.' I can show you one still sticking to an old brick wall in a constituency in the home counties where it was fixed during the election of 1913."

"It was only when they thought their troubles were over, troubles in Europe and troubles in Ireland, and that trade was beginning to pick up that they suddenly discovered I was a vain talker, and that the time had come for them to have a chance. There is no party in the State which has less right to issue that poster than the Tory Party."

SIR J. SIMON.

MR. BALDWIN'S STEERING CAPACITY



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	PACK	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TUBODAS	SHANGHAI	18th Jan.	18th Jan.	BATAVIA via MONTOK
WISALAK	SHANGHAI	17th "	17th "	JAPAN
WISONDARI	JAYA	17th "	17th "	SHANGHAI
TJILIWONG	SHANGHAI	21st "	21st "	SHANGHAI
TJIKINI	JAPAN	21st "	21st "	MAKASSAR
TJIKEMBANG	NORTH CHINA	27th "	27th "	BATAVIA

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Arrivals from Europe. 15th Jan., 1924.

Sailings to Europe subject to alterations.

Steamers	For	Sailing on or about
"OLDEKERK"	Rotterdam, Amsterdam, Hamburg & Bremen	6th Feb., 1924.
"SAFAROEA"	Rotterdam, Amsterdam, Hamburg & Bremen	Mid. of Feb., "

For particulars please apply to—
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General Agents.
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About 14th January, 1924.

Further Sailings	Expected on or about	Will leave homeward-bound on or about
M/S. "Aphani"	5th January	28th January, 1924
M/S. "Transvaal"	26th January	6th March, "
M/S. "Erla"	28th January	—
M/S. "Kina"	28th January	—
M/S. "Tongking"	6th February	—
M/S. "Aria"	10th February	—
M/S. "Natal"	18th February	—
M/S. "Siam"	5th March	—

S.S. "Banks" in port. Will leave for Bangkok on or about 10th January.

Subject to change without notice.

For further particulars please apply to—

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KURLUNG, HONGKONG, CANTON & HAIPHONG
SAILING FROM HONGKONG

For CANTON

For HAIPHONG via Hoihow & Pakhoi
S.S. "TAIKWA MARU" ... on or about 12th Jan.
For KEELUNG via Swatow & Amoy
S.S. "NANYO MARU No. 1" ... on or about 10th Jan.

For further particulars, please apply to—
Branch Office: No. 27, Bankam Street, Wai. Tel. Central No. 155.
S. MATSUKI, Agent. Top Floor, King's Building. Tel. Central No. 140.

MR. BALDWIN ON SHIP PERILBARRIERS AGAINST BRITAIN.
CONFERENCE TO DISCUSS SITUATION.

The Prime Minister addressed a mass meeting at St. Andrew's Hall, Glasgow, on November 29th.

There were Liberal theorists, he said, who framed policies for their party telling people how pleasant it would be if the whole of Europe could once be completely divided on national lines and bring an end to strife. There was an attempt to achieve that in the Treaty of Versailles. Self-determination was a watchword, but there were twice as many nations in Europe as there were political States today.

I have to recognize in my anxiety for the industrial condition of our own country that not only are the conditions of Europe profoundly disturbed, profoundly unstable, but I have to recognize that even if they were tranquil we should still find ourselves barred beyond what we were before the war by the rising tariffs of the Continental countries against us.

It is because I regard the present outlook for our unemployed, manufacturers and men, as disastrous, and I look still more apprehensively towards the future that I am forced to ask authority from the people of this country to make a radical change in our fiscal system. Our existing trade policy was founded on certain assumptions; these assumptions have all broken down; they are not warranted by the facts to-day.

It would be very pleasant if we could believe that the spirit of envy and greed and self-assertion had been exercised and banished by the war. But it would be a delusion, and we should only deceive ourselves.

PROTECTED SHIPBUILDING.

It had always been assumed, Mr. Baldwin said, by their opponents that whatever fiscal change might do for other industries it would spell ruin to the shipping industry. Mr. Lloyd George declared that our shipping was comparatively greater than that of any other country in the world.

It was quite true that still we held the leading place, but our position was being, and had for some time past been, steadily undermined by nations whose industries had grown to manhood under tariff.

British Empire shipping still holds the first position, but its position throughout the world is relatively less strong than it was before the war. The British ships, amounted to 44 per cent. of the world going steel and iron steam tonnage. Now it stands at only 33 per cent.

Since 1914 the steam-going tonnage of America had mounted up from under 2,000,000 to over 12,000,000 tons, or 376 per cent.; Japan, 107 per cent.; Italy, 55 per cent.; Holland, 88 per cent.; France, 77 per cent., and so forth.

To-day the percentage of world tonnage driven by oil was nine times what it was nine years ago, and Britain had less than half of the oil-driven tonnage possessed by America. Mr. Baldwin continued:

EMPIRE'S LIFE-BLOOD.

I am very glad to recognize that during the last few months a number of orders have been placed in our shipyards for oil-driven ships. We have done our best at the Treasury to help this industry at this difficult time by guaranteeing amounts to over £7,000,000, £4,000,000 of which have gone to the Clyde, spread over several years under the Trade Facilities Act.

Despite depression, we felt justified in taking this risk. It was an act of faith because we believe that the maintenance of a first-rate Mercantile Marine is an absolute primary necessity of this country. It is indeed the arterial blood of the Empire, and yet building does require faith when 250,000 tons of shipping are laid up in our ports. There is less tonnage being built in our yards than at any other time for fourteen years.

British shipping is not only suffering from the world restriction of trade. It is also feeling the effect—and this is a very serious thing—of restrictions deliberately applied by foreign Powers in their own national interests.

The Prime Minister said he could give numerous instances of acts by foreign Governments whose sole aim had been to limit in whole or in part specific trades to national ships to the exclusion of our shipping—British ships which in most instances had been pioneers in those very trades. "This is going on at the very time when our ports are open to the ships of all flags," he said.

U.S. SHIP BILL.

Alluding to the Ship Subsidy Bill introduced in the United States last year, Mr. Baldwin said it was a highly significant testimony to the tendency in foreign countries—a tendency which he confessed filled him with apprehension. He could quote other instances of the shipping policy of France, Italy, Rumania, Turkey, Chile, and Peru.

This discrimination, in favour of national tonnage, if carried to its logical conclusion, must lead to chaos, and the matter is so serious that it was brought before the representatives of the Dominions at the recent Economic Conference, when discussions took place as to the best method in which the unity of the Empire might make itself felt if it became necessary to fight against an attack of that kind.

We cannot be content with passive resistance in the face of such a situation. If we who are threatened by discrimination all round the globe, and the only question is whether we are to take flying down or find a means to defend ourselves. Shall we not be in a far stronger position to defend ourselves if we take every step possible to develop the trade of our own country and take into our own hands the weapon with which we can defend our own trade? There is no free trade in the world to-day.

WEATHER REPORT.

January 10th at 13.45—Pressure has increased in derelict from Chefoo to Shanghai, and slightly over Formosa. It is nearly stationary along the S. coast of China and over the Philippines.

The anticyclone has deepened and moved eastward.

Fresh monsoon may be expected along the S.E. coast of China and over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 18 hours, 10th January, 0.00 inch. Total since January 1st, 0.04 inches, against an average of 0.35 inches.

The forecast for the 24 hours ending at 18 hours, Jan. 11th is as follows:

DISTRICT FORECAST
Formosa Channel ... N.E. winds, fresh.
Hongkong to Gap Rock ... N.E. winds, fresh to moderate; fine.

South coast of China between Hongkong and Lamoo ... do.

South coast of China between Hongkong and Hainan ... do.

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INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS	SUBJECT TO ALTERATION.
HAIPHONG via HOIHOW ... "NINGSANG" ... Friday, 11th Jan., 10 a.m.	
HANGKAY ... "CHIEFHSING" ... Friday, 11th Jan., 10 a.m.	
SHANGHAI ... "FOOSHING" ... Saturday, 12th Jan., 7 a.m.	
MANILA ... "YUENSANG" ... Saturday, 12th Jan., 11 a.m.	
SHANGHAI via SWATOW ... "KWONGSANG" ... Sunday, 13th Jan., 7 a.m.	
BANGKOK via SWATOW ... "HANGSANG" ... Tuesday, 15th Jan., 10 a.m.	
TSINGTAU via SWATOW ... "LOKSANG" ... Wednesday, 16th Jan., 7 a.m.	
SHANGHAI ... "NAMSANG" ... Wednesday, 16th Jan., 7 p.m.	
STRAITS & CALCUTTA ... "ESANG" ... Friday, 18th Jan., 7 a.m.	
SHANGHAI via SWATOW ... "TINGSANG" ... Sunday, 20th Jan., 7 a.m.	
KOBE via SHANGHAI ... "KUTSANG" ... Tuesday, 22nd Jan., 7 a.m.	
DALNY & YOKOHAMA ... "HINRANG" ... Tuesday, 22nd Jan., 1 p.m.	
SANDAKAN ... "CHUNRANG" ... Wednesday, 30th Jan., Noon.	
BANGKOK via HOIHOW ... "CHUNRANG" ... Wednesday, 30th Jan., Noon.	

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with wireless and carry a fully-qualified surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading (see insert in Northern and Yangtze Parts via Shanghai).

HAIPHONG LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday. Sailings approximately weekly for passengers and cargo calling at Hoihow when Indochina steamer.

BOERNEO LINE—Fortnightly sailings to and from Sarawak by two 1,000 ton steamers, "KIBSANG" and "MAUANG" both steamers having excellent passenger accommodation. Cargo taken at through Bill of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datt.

TIMOR LINE—A regular service is run from March to November between Hongkong and Timor, calling at Weddell and Celebes.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow. By five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

S.S. "NAMSANG" will be despatched on or about Wednesday, 16th Jan., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

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HOMEWARDS.

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"GLENBEG"	14th Jan.	"GLENARA"	10th Jan.	London, Rotterdam & Hamburg.
"GLENBANDA"	22nd Jan.	"GLENBEG"	1st Mar.	Genoa, London, Rotterdam & Hamburg.
"PEMBROKESHIRE"	14th Feb.			
"RADNORSHIRE"	22nd Feb.			
"GLENLUCE"	10th Mar.			

Movements are subject to change without notice. For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.**The Glen Line, Ltd., AGENTS.**

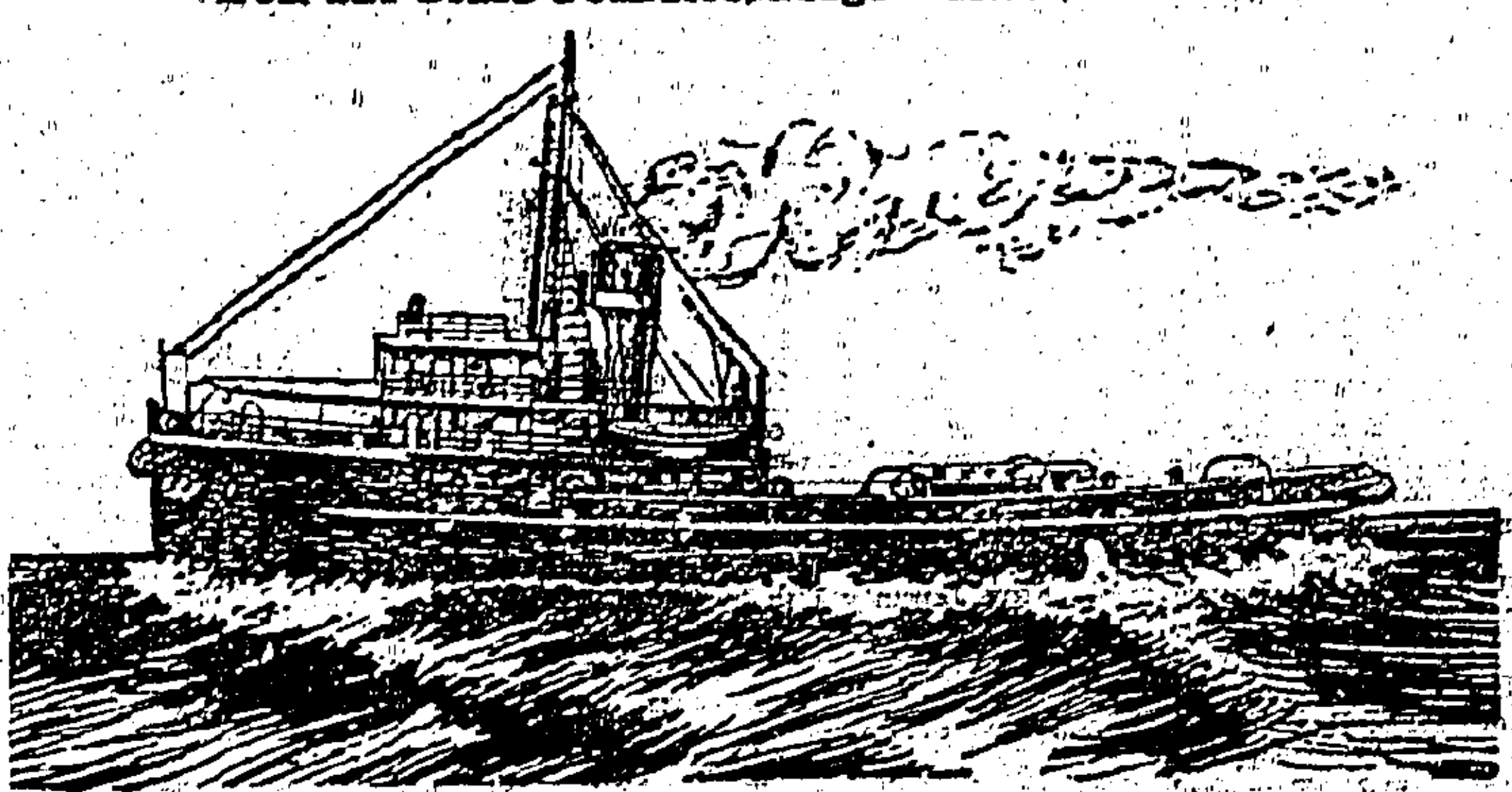
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Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, HONGKONG.

SHIPPING NEWS

ARRIVALS

January 9th.
Argonauta, British str., 2,161 tons, Capt. J. Thompson, from Marseilles, with Liquid Fuel, lying at A. P. Wharf, Atlantic Petroleum Co.
Diomed, British str., 3,330 tons, Capt. J. W. Clark, from Yokohama and Shanghai, with a general cargo, lying at buoy No. A2-B & S.
Luk Sang, British str., 250 tons, Capt. Alexander, from Kaituma, with coal, lying at buoy No. B50-J. M. & Co.
Tasakuwa, British str., 4,052 tons, Capt. P. W. Trott, from San Francisco and Singapore, lying at Laichok—Standard Oil & Co.
 January 10th.
Chickadee, British str., 1,313 tons, Capt. J. R. Shewers, from Shanghai and Pukow, with a general cargo, lying at Stonecutters—B. & S.
Chung King, Chinese str., 249 tons, Capt. Lung San Kong, from Kwang Chow Wan, with a general cargo, lying at Sailing wharf—Hong On & Co.
Kwong Sing, British str., 1,570 tons, Capt. A. J. Scott, from Bankok and Swatow, with a general cargo, lying at buoy No. B11-B & S.
Kwong Sing, Chinese str., from Canton, lying at C.M.S.N. wharf.
Kwong Sing, British str., from Canton, lying at buoy No. C33.
Lushan Maru, Japanese str., 1,517 tons, Capt. T. Yashikawa, from Shanghai, lying at buoy No. C14—N. Y. K.
Nanyo Maru, Japanese str., 1,703 tons, Capt. S. Furukawa, from Haidong and Haidong, with a general cargo, lying at buoy No. B11—Y. K. K.
Panchoy, British str., from Canton, lying at Taitoo Dock.
Prinsen, German str., 5,050 tons, Capt. H. Lubke, from Shanghai, with a general cargo, lying at buoy No. A20—Arnold & Co.
Shan, British str., 1,225 tons, Capt. J. Mathias, from Shanghai, with a general cargo, lying at Stonecutters—B. & S.
Shant Dollar, American str., 6,890 tons, Capt. F. E. Egan, from Shanghai, lying at Kowloon wharf—R. D. Co.
Sunli, Portuguese str., 440 tons, Capt. G. A. de Souza, from Kwang Chow Wan, with a general cargo, lying at Sailing wharf—B. (Y. S. & Co.)
Sunghwan Maru, Japanese str., from Canton, lying at buoy No. C16.
Tanaka, Danish str., 1,250 tons, Capt. A. Broser, from Singapore, with a general cargo, lying at Kowloon wharf—John Manner Co.

CLEARANCES

January 10th.
Banka, for Bangkok.
Chickadee, for Canton.
Chingling, for Hongkong.
Diomed, for Singapore.
Haidong, for Haidong.
Hydrangea, for Swatow.
Lushan Maru, for Canton.
Ming Sang, for Haidong.
Nanyo Maru, for Shanghai.
Paolet, for Macao.
Prinsen, for Cebu.
Sado Maru, for Singapore.
Shan, for Canton.
Sunghwan Maru, for Swatow.
Sunli, for Kwang Chow Wan.
Tak Sang, for Swatow.
Taming, for Manila.
Tasakuwa, for San Francisco.
Tasakuwa, for Shanghai.
Wing Sang, for Canton.

PASSENGERS

Per s.s. *Empress of Asia*, on January 10th.—Mr. H. E. Arnold, Mr. M. H. Brodman, Mr. G. H. Brooks, Misses M. L. Costa, Mr. and Mrs. G. A. Conner, Master J. Conner, Major E. Cooper, Mr. R. H. Chappell, Capt. H. Foy, Miss M. Farr, the Misses A. and L. Gonsalves, Mrs. E. Gonsalves, Miss N. Gonsalves, Mr. J. E. L. Greenhill, Mr. T. Gonsalves, Mr. A. Hassanand, Mr. and Mrs. S. J. Hicks, Mr. M. K. Jureidina, Mr. N. E. Kent, Capt. M. Kenting, Master L. Laver, Mr. and Mrs. Lund, Master I. Lund, Mr. E. Landau, Mr. E. Lotus, Mr. D. McAlpine, Mr. G. D. Nichol, Mr. N. E. Nissin, Mr. B. A. Proulx, Mr. S. E. Pavol, Mr. S. Rosenberg, Miss L. Roschinsky, Mr. and Mrs. G. B. Ren, Mr. D. O. Russell, Mr. J. C. Stoppani, Mr. and Mrs. A. B. Shindler, Miss E. M. and E. B. Shand, Miss Marie H. Spreckles, Mr. D. Timmis, Mr. C. B. Tinsley, Capt. and Mrs. W. E. Curtis, Mrs. E. Pomeroy, and a number of Chinese.

DEPARTURES

Per s.s. *President Madison*, for Manila, on January 8th.—Mr. Geo. L. Anderson, Miss G. A. Archon, Mr. I. Beck, Mr. Victor Bishop, Mr. Robert W. Byron, Mr. K. G. Crosby, Mr. D. O. Cudlipp, Capt. and Mrs. Robert Dollar, Mr. and Mrs. J. Harold, Mr. and Mrs. J. I. A. Dickson, Miss M. D. Dickson, Mrs. G. B. Douglas, Dr. Furman, Mr. and Mrs. A. Frieder, Mr. and Mrs. J. F. Gale, Mr. and Mrs. J. C. Gold, Mr. E. G. Hinde, Col. and Mrs. Frank Hodson, Mr. V. H. Kirkham, Mr. H. Arnold Kane, Mr. E. O. Kestor, Mr. and Mrs. G. M. Lauridsen, Mr. F. G. Locke, Mr. W. D. Metges, Dr. and Mrs. John W. Moore, Mr. W. G. Perry, Mr. and Mrs. B. Pond, Mr. G. A. H. Raymond, Mr. A. L. Royan, Miss D. M. Sharp, Mr. L. R. Strawer, Mr. J. G. Sammons, Mr. Earl F. Townsend, Mr. and Mrs. J. O. Torrell, Dr. and Mrs. W. H. Waterous, Mr. J. W. Ziegler, Mr. and Mrs. T. L. Duff, Mr. and Mrs. W. Wolff, Mr. and Mrs. E. G. Barrett, Mr. and Mrs. Paul, Wethrick, Mr. and Mrs. C. J. Changeux, Mr. and Mrs. E. R. Hyndman, Mr. L. Goodman, Mr. Morris Freider, Mr. D. Damandis, Mr. and Mrs. J. E. Lovjoy, Miss M. G. Shanklin, Mr. E. Levy, Mr. W. Strunger, Mr. A. Apper, Mr. T. Hillford, Miss E. Hulse, Miss R. Heymann, Miss H. Ochler, Miss E. Hansen, Miss J. Hoffmann, Miss K. Hoffmann, Miss J. Heinrich, Miss W. B. Hunter.

SHIPPING MOVEMENTS

The P. & O. s.s. *Nyassa* arrived at London on January 9th at 10 a.m.
 The P. & O. s.s. *Padua* left London on January 9th at 3 p.m. for China and Japan.
 The P. & O. s.s. *Morea* left Singapore for this port on the 7th inst. at 8 a.m., with the outward English mails, and is due here to-day (11th inst.) at about 4 p.m.
 The P. & O. s.s. *Karmala* is expected to leave Colombo on January 13th for China and Japan.
 The Admiral Oriental Line's s.s. *Bluefield*, which is due at this port on February 2nd, sailed from Seattle on December 29th, on schedule.
 The T.K.K. s.s. *Tenyo Maru* arrived at Manila on the 8th inst. and sailed on the 9th inst. for Shanghai, where she is due on the 12th at 4 p.m.
 The s.s. *Bertram Wickmers* left Subang on the 8th inst. and is expected to arrive here from Hamburg on or about the 17th inst.

VESSELS EXPECTED

Agnes (Blue Funnel), due Jan. 17th.
Jagers (M.M.A.), due Jan. 31st.
Cyprian (Admiral Oriental), due January 10th.
Demodoch (Blue Funnel), due February 4th.
Elkon (Barber Line), due Jan. 13th.
Empress of Russia due Jan. 15th.
Luna (Blue Funnel), due January 15th.
Khira (P. & O.), due to-day.
Marine (R.I. & Apen), due Jan. 15th.
Mara (P. & O.), due Jan. 11th.
Phenias (Blue Funnel Line), due January 25th.
President Madison, due January 15th.
President McKinley (Admiral Oriental), due January 18th.
Prometheus (Blue Funnel Line), due Jan. 30th.
Taina (B.I. & Apen), due Jan. 15th.

INCREASED FACILITIES FOR VISITING HONOLULU

The Pacific Mail Steamship Co. are in receipt of advice from their San Francisco Office that an arrangement has been entered into with the Los Angeles S.S. Co., the Matson Navigation Co., and the Oceanic Steamship Co., to carry through-passengers from and to the Orient and from Honolulu.

This will undoubtedly be greatly to the advantage of passengers wishing to stay over at Honolulu either on the outward trip to the Orient or the homeward trip from the Orient, as it provides ample accommodation and greatly increased means of transportation from and to the Hawaiian Islands, the "Paradise of the Pacific."

Readers will remember the films shown recently in Hongkong of the beautiful scenery of the Islands, and will welcome the opportunity of visiting the various places of interest without the difficulty previously experienced in continuing the journey to the Pacific Coast at any time wished.

The Pacific Mail service now provides accommodation on four other lines from and to Honolulu and the Pacific Coast. The Togo Kisen Kaisha, the Matson Navigation Co., and the Oceanic Steamship Co., accepting Pacific Mail tickets to and from San Francisco and the Los Angeles S.S. Co. to and from Los Angeles Harbor. No passenger to the Islands now need wait more than a few days after viewing Hawaii to continue his trip to the Coast, and the journey from these Coast Ports may be made in the same way and on the same steamers.

The efforts of the Pacific Mail Steamship Co. have resulted, after much difficulty in providing accommodation and facilities for their patrons which cannot fail to be appreciated by all who are contemplating visiting Honolulu either on their way to their homes in the United States or en route to European ports.

"PRESIDENT MADISON'S" STORMY TRIP

FATAL ACCIDENT TO A SEAMAN

The Admiral Line str. *President Madison* had a very stormy trip across the Pacific. She had to contend with westerly gales and heavy seas practically all the way from Victoria, B.C., to Yokohama, where she docked two days late. Several members of the crew, detailed to repair damaged gear during a storm, narrowly escaped being washed overboard. One of the men, W. Ahloff, subsequently succumbed to his injuries.

HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, January 10th.

	Previous Day at 2 p.m.	On Date at 8 a.m.	On Date at 3 p.m.
Barometer	30.19	30.11	30.30
Temperature	66	61	63
Humidity	52	77	65
Wind Direction	SE	E	E
" Force	2	3	4
Weather	B	B	B
Rain	0.00	0.00	0.00

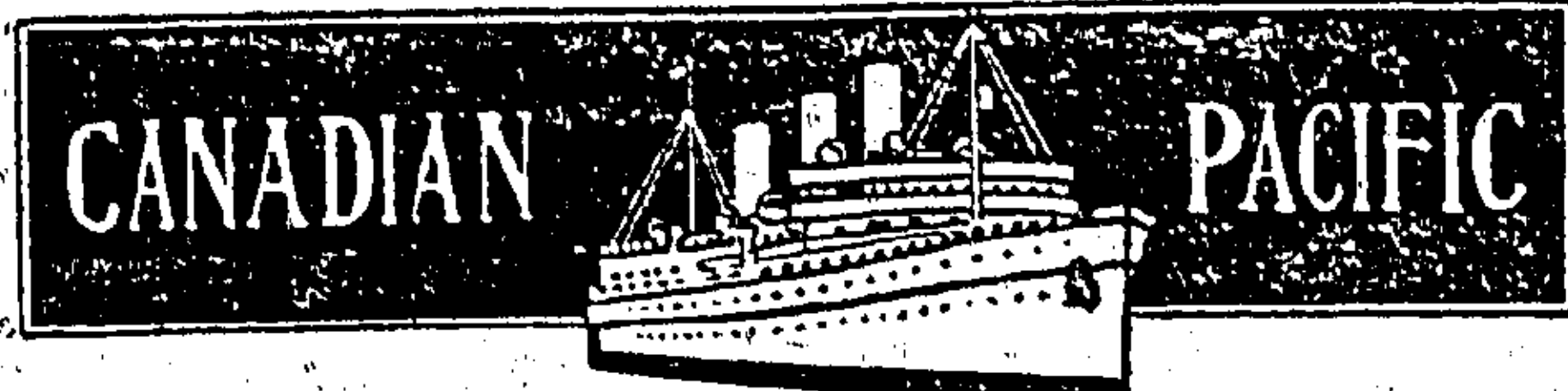
Highest observed Temperature on 9th ... 67

Lowest observed Temperature on 10th ... 50

HONGKONG TIDE TABLE

From January 11th to 17th, 1924.

High Water				Low Water			
Day of Week	Day of Month	H'kong Standard Time	Height	Day of Week	Day of Month	H'kong Standard Time	Height
Fri.	11	5.46	4.7	Fri.	11	8.16	3.7
Sat.	12	0.32	6.3	Sat.	12	7.48	1.9
Sun.	13	1.22	4.8	Sun.	13	8.20	3.9
Mon.	14	2.47	5.0	Mon.	14	8.42	4.0
Tues.	15	4.39	5.3	Tues.	15	9.23	2.7
Wed.	16	4.12	4.5	Wed.	16	10.33	3.0
Thurs.	17	5.45	4.2	Thurs.	17	0.9	3.4
		6.24	5.8			11.3	3.1
		7.0	4.2			1.8	3.0
		6.32	6.3			11.53	2.2



HOME VIA CANADA

Hongkong to England

From Hongkong	Due Vancouver	From Vancouver	Due England
Empress Russia	Feb. 7	Feb. 25	Mar. 7
Empress Australia	Feb. 22	Mar. 12	Mar. 19
Empress Asia	Mar. 18	Mar. 31	Apr. 11

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allignment of cabins on Atlantic steamer held here and through tickets issued. Early reservation necessary.

HONGKONG-MANILA SERVICE

Commencing with the arrival of the *Empress of Russia*, 25th March, the *Empress of Russia* and *Empress of Asia* will make the round trip to Manila from Hongkong, leaving Hongkong on Wednesday after arrival at Manila, Friday Morning, leaving Manila Saturday Evening and arriving Hongkong Monday Morning, 7 A.M.

Three Trans-continental Trains Daily.
 Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Passenger Department: Tel. 752. Cables: GACANPAO.
 Freight and Express: Tel. 42. Cables: NAUTILUS.

T. K. K.

THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE

First class throughout. £120. £112-£110. Mono class steamers on the Atlantic.

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU. LEAVE HONGKONG STEAMERS
KOREA MARU (calling at Manila) ... 23,000 tons, Jan. 23rd, 1924.
SHENYO MARU (calling at Dairen) ... 20,000 tons, Feb. 1st, 1924.
SHIBURA MARU (calling at Dairen) ... 20,000 tons, Feb. 17th, 1924.
TAIYO MARU ... 22,000 tons, Mar. 16th (from Yama).
TENYO MARU ... 22,000 tons, Mar. 27th (from Kobe).

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLEND, ARICA AND IQUIQUE. LEAVE HONGKONG STEAMERS
RAKUYO MARU ... 18,500 tons, Jan. 23rd, 1924.
GINYO MARU ... 18,000 tons, Feb. 1st, 1924.
ANYO MARU ... 18,000 tons, Feb. 17th, 1924.
SEIYO MARU ... 14,000 tons, June 10th.

Through Bills of Lading issued to all United States Overland Points; also via Panama Canal Lines to Atlantic Ports.
 For full information regarding Passengers, Freight and Sailings, Apply to:—

Agents at Canton: Messrs. T. E. GRIFFITH.
 Y. TSUTSUMI, Manager, King's Building, Tel. Nos. C. 2374 & 2375.

COMPANIA TRASATLANTICA DE BARCELONA

Spanish; Royal Mail Line
 For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID, BARCELONA and other SPANISH PORTS.

S.S. "ISLA DE PANAY" ... 8th Feb. 1924.
 For SHANGHAI, NAGASAKI & KOBE.
 S.S. "ISLA DE PANAY" ... 18th Jan. 1924.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers. Stevedores and Doctor carried.
 For Freight and/or passage apply to:—
 ROTELHO BROS., Alexandra Building, Hongkong.

SHIPBUILDERS,
 SHIP REPAIRERS,
 BOILER MAKERS,
 FORGE MASTERS,
 OXY-ACETYLENE AND
 ELECTRIC WELDERS,
 MECHANICAL AND
 ELECTRICAL
 ENGINEERS.

— DRY DOCKS. —
 Length 787 Feet.
 Length on Blocks 750 Feet
 Depth on Centre of —
 SHILLON (W.O.S.T.) 34 ft. 6 ins.
 — THREE SLIPWAYS. —
 Capable of Handling Ships Up to 3,000 Tons Displacement.
 Electric Crane at Sea Wall, Capable of Lifting 100 Tons at 70 Feet Radius.

BUTTERFIELD & SWIRE, AGENTS.
 HONGKONG, CHINA & JAPAN.

TEL. ADDRESS: "TAKKODOK, HONGKONG."
 TELEPHONE NO. 312.
 CALL FLAG: "O" OVER "ANS. PENNANT."

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT WILSON" ... Sunday, Jan. 13th, at 10 a.m.
 S.S. "PRESIDENT LINCOLN" ... Friday, Feb. 1st, at 10 a.m.
 S.S. "PRESIDENT TAFT" ... Wednesday, Feb. 13th, at 10 a.m.
 Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT

SAN FRANCISCO
 LOS ANGELES
 SALT LAKE
 CHICAGO
 NEW YORK.

CONNECTING WITH ANY

DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.

VISIT

YOSEMITE
 GRAND CANYON
 FEATHER RIVER
 YELLOW STONE PARK
 NIAGARA FALLS.

HONGKONG-MANILA

S.S. "PRESIDENT LINCOLN" ... Wednesday, Jan. 23rd, at 4 p.m.
 S.S. "PRESIDENT TAFT" ... Monday, Feb. 4th, at 4 p.m.
 S.S. "PRESIDENT CLEVELAND" ... Monday, Feb. 18th, at 4 p.m.

HONGKONG-CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

For Full Information regarding Rates, Space, etc. Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 2323. HOLYOAK MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports
 Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
 Through passage rates to Europe via America \$3405, \$3420, \$3440

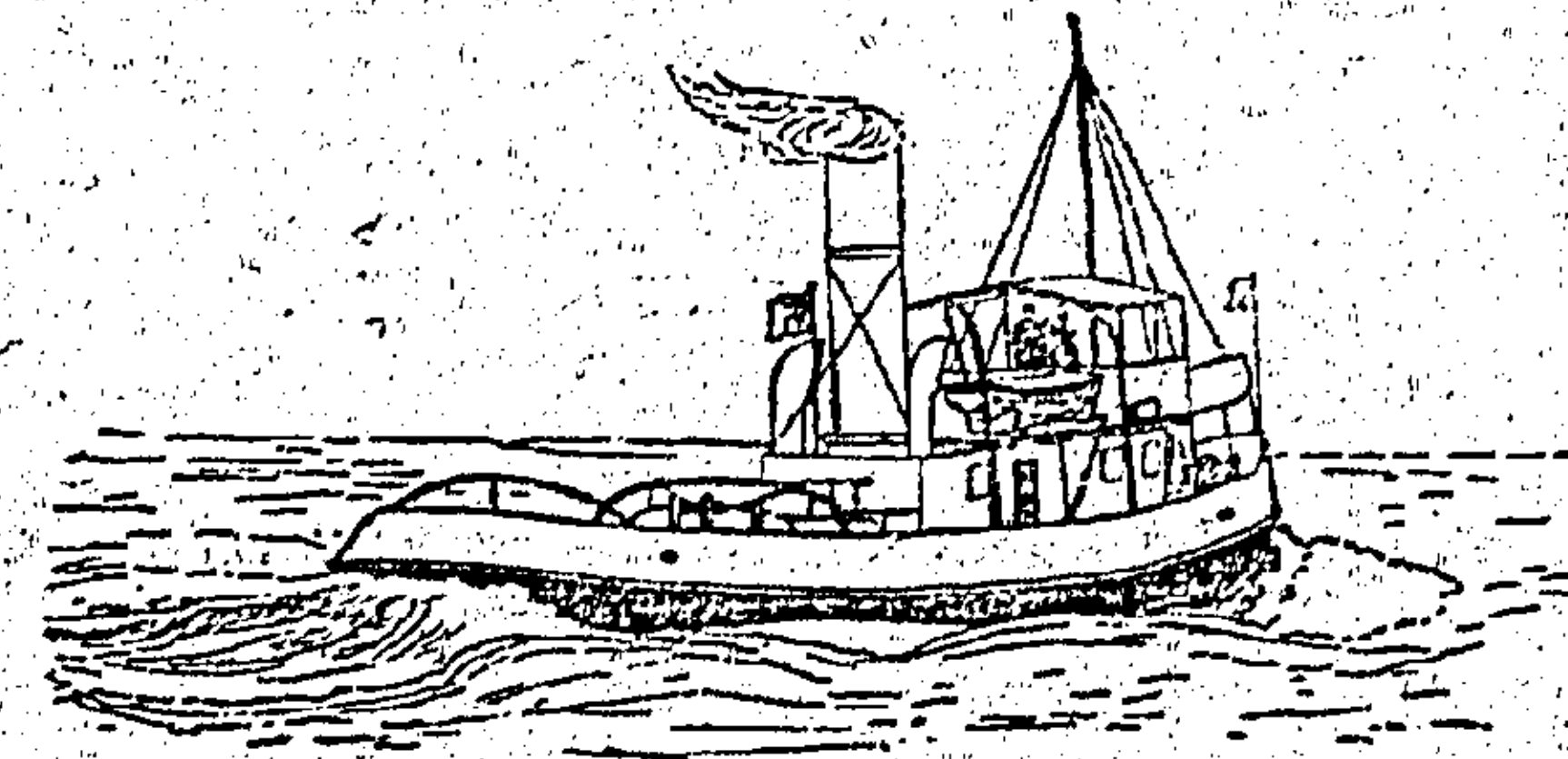
ITO MARU ... Monday, 28th Jan., at 11 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.
HAKONE MARU ... Wednesday, 16th Jan., at 11 a.m.
SUWA MARU ... Wednesday, 20th Jan.
HAMBURG via LONDON & ROTTERDAM.
MITO MARU ... Second half of Feb.
LIVERPOOL via MARSEILLES & VALENCIA.
DARBAN MARU ... Second half of Feb.
SYDNEY & MELBOURNE via Manila, &c.
YOSHINO MARU ... Wednesday, 16th Jan., at 11 a.m.
AKI MARU ... Wednesday, 13th Feb.
NEW YORK & BOSTON via PANAMA.
BURGOS/ALIBES via Singapore, Durban & Cape Town.
KAMAKURA MARU ... End of Jan.
BOMBAY via Singapore and Colombo.
MOJI MARU ... Monday, 28th Jan.
CALCUTTA via Singapore, Penang & Bangor.
MALACCA MARU ... Sunday, 27th Jan.
OSAKA MARU ... Saturday, 9th Feb.
NAGASAKI, KOBE & YOKOHAMA.
AKI MARU ... Sunday, 13th Jan., at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA.
TOKUSHIMA MARU ... Sunday, 30th Jan.
WAKASA MARU ... Sunday, 20th Jan.
HAKOYAKI MARU ... Wednesday, 23rd Jan.

For further information apply to—
 NIPPON YUSEN KAISHA
 Telephone: Central Nos. 224, 223 & 1422. Y. YAMAMOTO, Manager.

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft, and River Steamers; Vessels built and shipped for re-erection abroad.



OLD-FIELD 100 ROAD "LION" BUILT BY W. S. BAILEY & CO., LTD.
 Boilers, Makers Founders and Constructional Engineers and Repairers

ELLERMAN
BUCKNALL
STEAMSHIP
COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG.

"SANDON HALL" 13th January Havre, L'An, R'dam & Hamburg
"CITY OF CAMBRIDGE" 28th January Marseilles, London, Rotterdam & Hamburg

PASSENGER SERVICE.

"CITY OF CANTEBURY" 31st February Marseilles, London, etc.
"CITY OF YORK" 30th March Do.
"CITY OF CAIRO" 18th April Do.

FARES TO LONDON.

Single 1st Class "A" £2 2s. "B" £2 4s. 2nd Class "A" £2 6s. "B" £2 8s.
Return "A" £4 18s. "B" £4 14s. "A" £5 10s. "B" £5 8s.
Cargo Steamers, Saloon Passage £56.

For further particulars apply to—

THE BANK LINE, LTD.
(Tel. Central 780).

HOLYOAK, MASSEY & Co., Ltd., CANTON.

BOSTON AND NEW YORK
Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"PELEUS" via Suez Canal 15th Jan.
"LANGTON HALL" via Suez Canal 25th Jan.
"BYSON" via Suez Canal 5th Feb.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
(JOHN SWIRE & SONS, LTD.)
HOLYOAK, MASSEY & Co., Ltd., CANTON.

M. MESSAGERIES MARITIMES M.
SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
ANDRE LEBON	14th Dec.	17th Jan.	21st Jan.
AMBOISE	18th Dec.	31st Jan.	25th Feb.
CORDILLERE	28th Dec.	31st Jan.	3rd Mar.
ANGERS	10th Jan.	10th Feb.	11th Mar.
CHILLI	24th Jan.	24th Feb.	25th Mar.
PORTHOS			

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and Free Doctor's Attendance).
A CLASS (1st Class) £5 0s. 0d. B CLASS (1st Class) £5 0s. 0d.
STEAMERS (2nd) £3 0s. 0d. STEAMERS (2nd) £3 0s. 0d.

Through Tickets to London and Landing Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Steamer).

"MEINAM" loading for MANILA, MARSEILLES, HAVRE, ANTIWERP, & DUNKERQUE, about 15th January, 1924.
Also through B/Lading issued to HELSINKI, REVAL and RIGA.
Sailings subject to alteration without notice.

For full Particulars apply to—

MESSAGERIES MARITIMES CO.,
(JOHN SWIRE & SONS, LTD.)
3, QUEEN'S BUILDINGS.
Telephone: Central 740.
CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW
AND RETURN

(Occupying 9 or 10 Days)

HAIFONG Capt. Ellis Walker Tuesday, 15th Jan. at 1 p.m.
HAICHING Capt. A. H. Stewart Friday, 18th Jan. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LARPAK & CO.,
General Manager.

JAPAN COAL
AND
GENERAL IMPORTS & EXPORTS
AGENTS FOR—
THE MITSUBISHI MARINE & FIRE INSURANCE CO.
(THEYOSAKA MARINE & FIRE INSURANCE CO.)

MITSUBISHI SHOJI KAISHA
(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO.

No. 14, PEDDER STREET, HONGKONG

P. & O. British India
Apcar and
Eastern & Australian
Lines

COMPANIES INCORPORATED IN ENGLAND:
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, AND SNA,
EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"KHIVA"	9,097	12th Jan. Noon	Mars., L'An, Antwerp & B'way.
"SICILIA"	9,813	18th Jan.	S'way, Penang, Colombo & B'way.
"MACEDONIA"	11,058	25th Jan.	S'way, Mars., London & Antwerp.
"KASHGAR"	8,540	9th Feb.	Mars., L'An, & A'way.
"SOUDAN"	8,696	16th Feb.	S'way, Penang, Colombo & B'way.
"MOREA"	10,811	23rd Feb.	S'way, Mars., London & Antwerp.
"KARMALA"	9,088	8th March	Mars., London & Antwerp.
"NALDERA"	15,983	22nd March	S'way, Mars., L'An, & A'way.
"SICILIA"	9,813	28th March	S'way, Penang, Colombo & B'way.
"KHYBER"	9,014	8th April	Mars., London & Antwerp.
"CHINA"	7,535	15th April	S'way, Mars., L'An, & A'way.
"SOUDAN"	8,696	22nd April	S'way, Penang, Colombo & B'way.
"KALYAN"	9,118	29th April	Mars., London & Antwerp.
"KASHMIR"	8,980	17th May	do.
"KHIVA"	9,097	24th May	do.
"DELTA"	9,097	31st May	Mars., London & Antwerp.

BRITISH INDIA APCAR SAILINGS

"TORILLA"	5,205	25th Jan.	Singapore, Penang & Calcutta.
"JAPAN"	9,053	1st Feb.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	2nd Feb.	(Malilla, Sandakan, Thursday, Island, Townsville, Brisbane, Sydney & Melbourne).
"EASTERN"	4,000	9th Feb.	do.
"ARAFURA"	6,000	2nd Apr.	do.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"MOREA"	10,811	12th Jan. Noon	Shanghai, Moji & Kobe.
"TALMA"	8,000	18th Jan.	Amoy, Shanghai, Moji & Kobe.
"KARMALA"	9,058	25th Jan.	Shanghai, Moji & Kobe.
"TAKADA"	8,540	9th Feb.	Moji & Kobe.
"PERM"	7,648	16th Feb.	Shanghai & Kobe.
"SOUDAN"	8,696	1st Feb.	Shanghai.
"EASTERN"	4,000	2nd Feb.	Moji & Kobe.
"NALDERA"	15,983	8th Feb.	Shanghai, Moji & Kobe.
"TAKADA"	8,540	15th Feb.	Moji & Kobe.
"KHYBER"	9,014	22nd Feb.	Shanghai, Moji & Kobe.
"NELLORE"	8,583	8th Mar.	Shanghai & Kobe.
"CHINA"	7,535	15th Mar.	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	22nd Mar.	Moji & Kobe.
"SICILIA"	9,813	13th Mar.	Shanghai.
"KALYAN"	9,118	20th Mar.	Shanghai, Moji & Kobe.
"KASHMIR"	8,980	27th Apr.	do.
"ST. ALBANS"	4,500	4th Apr.	Moji & Kobe.
"SOUDAN"	8,696	11th Apr.	Shanghai.
"KHIVA"	9,097	18th Apr.	Shanghai, Moji & Kobe.
"DELTA"	9,097	25th May.	do.
"EASTERN"	4,000	3rd May.	Moji & Kobe.
"KASHGAR"	8,540	10th May.	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by P.O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

23, Des Voeux Road Central, HONGKONG. Agents.

DODWELL & CO., LIMITED

NEW YORK BERTH

For NEW YORK & BOSTON via SUEZ
"KENDAL CASTLE" sailing on or about 28th Jan.

LLOYD TRIESTINO.

TAKING CARGO FOR GENOVA, NAPLES, VENICE, TRIESTE AND ALL ITALIAN PORTS, ALSO CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

PIRELLA having been re-opened for Traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.
REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £60.

FOR SHANGHAI YOKOHAMA & KOBE.

"ANNA" sailing on or about 12th Jan.
"ROSANDRA" sailing on or about 3rd Feb.
FOR BRINDISI, VENICE & TRIESTE
via SINGAPORE, PENANG & COLOMBO.

"PERSIA" sailing on or about Early Feb.

This steamer has been specially chartered to facilitate the forwarding of cargo intended for the reconstruction of the derelict areas in Japan.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.
"UMVOLOSI" sailing on or about 7th Feb.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Telephone Central 1930.

Agents.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
SHANGHAI	"NANNING"	On 11th Jan. 10 a.m.
MANILA	"TAMING"	On 11th Jan. 10 a.m.
SHANGHAI	"KANCHOW"	On 11th Jan. Noon.
SHANGHAI & TSINGTAO	"SINKIANG"	On 12th Jan. Noon.
SHANGHAI	"SHANSI"	On 12th Jan. Noon.
SWATOW & SHANGHAI	"CHEKIANG"	On 13th Jan. 10 a.m.
HOIHOW & BANGKOK	"CHENAI"	On 13th Jan. 10 a.m.
SHANGHAI	"PARROT"	On 14th Jan. Noon.
AMOI & SHANGHAI	"NEUCHOW"	On 15th Jan. Noon.
SWATOW & BANGKOK	"KWANGTUNG"	On 15th Jan. 10 a.m.
SHANGHAI	"CHIHAI"	On 15th Jan. Noon.
SWATOW & SINGAPORE	"LINAN"	On 16th Jan. 10 a.m.
SHANGHAI	"CHINKIANG"	On 16th Jan. Noon.
MANILA	"TEAN"	On 16th Jan. 4 p.m.
CHEFOO & DALNY	"KANSU"	On 18th Jan. Noon.

SHANGHAI LINE.—Broadest Saloon accommodation and dining, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow) and extending to P'ow, Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through B/Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 22.

Agents.

CARGO & PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, Thurs. In. & Aus. Ports
"CHANGSHA"	14th January	19th January, Noon.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmania Ports.

For freight and passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central No. 22.

Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and NEW YORK

S.S. "CAELIC PRINCE" (In port) Sailing about 13th Jan. 1924.
S.S. "GOTHIC PRINCE" 28th Jan.

For freight and full particulars apply to—

FURNES (FAR EAST) LIMITED

Telephone Central 2154
Telegrams (Faraprice)(Incorporated in Great Britain)
St. George's Building

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore

Colombo, Batavia and Port Said.

"CELESTES MARU" Thursday, 7th Feb. via Saigon

"HIO DE JARRIRO, SANTOS & BUENOS AIRES" 8th Feb.

"SEATTLE MARU" Friday, 20th Jan.

"BOMBAY" via Singapore and Colombo. Sunday, 20th Feb.

"HIMAYAMA MARU" Wednesday, 20th Feb.

"ANGEL MARU" Friday, 1st Feb.

"BANGKOK" via Singapore and Rangoon. Wednesday, 16th Jan.

"KISHU MARU" 18th Feb.

"VICTORIA BEATTLE TACOMA & VANCOUVER" via Shanghai and Japan Ports. Monday, 18th Feb.

"ARIZONA MARU" Middle of Jan.

"NEW YORK" via Japan Ports, San Francisco and Panama. 28th Jan.

"HAMBURG MARU" Monday, 28th Jan.

"JAPAN" via Moji, Kobe, Osaka, Yokohama & Nagoya. Sunday, 13th Jan. 11 a.m.

"KEELUNG" via SWATOW & AMOY. Sunday, 20th Jan. 11 a.m.

"TAKAO" via SWATOW & AMOY. Thursday, 17th Jan. 8 a.m.

"TAKAO & KEELUNG" Wednesday, 16th Jan.

For further particulars please apply to—

OSAKA SHOSHEN KAISHA

Teleph. Nos. 4068-4069-4060.

K. SHIMA, Manager.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

FOR LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "West Chopaka" Due Hongkong 15th Jan.

U.S.S. "West Faron" Due Hongkong 17th Jan.

U.S.S. "West Faron" Due Hongkong 27th Jan.

U.S.S. "West Faron" Leave Hongkong 29th Jan.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

FOR SAIGON & SINGAPORE.

U.S.S. "West Montop" Due Hongkong 26th Jan.

U.S.S. "West Montop" Leave Hongkong 27th Jan.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR MANILA, CEBU, ILOILO AND P.I. PORTS.

U.S.S. "West Carmona" Due Hongkong 10th Jan.

U.S.S. "West Carmona" Leave Hongkong 11th Jan.

For Full Information Apply to

STRUTHERS AND BARRY.

L. EVERETT,
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INDO CHINA-STRATS & JAVAA. E. FRANCE,
Acting Gen. Agent.

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